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under the name of Lam Yam SENG & Co., Chop,

Dated Amoy, 15th November, 1884. 12290

COMMISSION AGENTS, in Canton for the

for us, Lacorn Knoo Trong Pon & Co.

coming TEA-SEASON.

Macao, 24th November, 1884.

TEBSES: LLOYD KHOO TEONG Hongkong, 4th August, 1884.

POR & Co., Chop, Hook Cheane, of Amox and Swarow, beg to inform their Constituents and the Public that they have

except for purposes connected with the CLOSING FIRE at the following Rates of the Branch Mr. Lim Yam Send, new trading On First-class European

"HOCK CHEANG YAM KEE," has Ceased to act On First-class Godowns,

TE Beg to give Notice that we intend On First class Chinese to Open a Branch of our Fram; as Tenemonts at 2

PUBLIC TEA INSPECTORS AND On Second class Chinese

MARGESSON & Co.

Management of Mr. LIM YAM SENC, and that GRANT POLICIES of INSURANCE against

Hongkong, 8th December, 1884.

HONGKOIG, THURSDAY, DECEMBEL 11 H, 1884.

四季君

Office of this Paper.

TV X

Office of this Paper

Day); 6 and 8, (Second Day). Entries for

the Yncht Baces must be sent to Mr. Beart;

Entries for the Open Sailing Boats to Mr. Burnie, on or before Tuesday, the 9th De-

MAIL TABLES.

THE TABLE of ABRIVALS and DEPAR-

[1148 at and from London and Hongkong will be

p. 401 of large edition, p. 649, small edition.

can be had at 10 Cents each or \$1 per dozen.

"Daily Press" Office,

Int February, 1884.

TURES OF ENGLISH and FRENCH MAILS

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Hongkong, 3rd December, 1884.

J. H. STEWART-LOCKHART,

Victoria Recreation Club.

Hon. Secretary,

a few hours a day to spare

Address, by letter, to ... V. V.

Hongkong, 9th December, 1884. [2300

MALL SUMS to be ADVANCED OR

Hongkong, 29th November, 1884. [2233

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DORTLAND CEMENT.

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Hongkong, 30th October, 1884.

Hongkong, 11th April 1883.

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HOLLIDAY WISE & Co.

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沈一十月二十英金母



Mo.	9416 歲大十五	四千八第。	平十緒光 HONGKO	IG, THURSDAY, DECEMBEL II	NOTICES TO CONSIGNEES.	INTIMATIONS:	INTIMATIONS.
	SHIPPING.	INTIMATIONS	BANKS.	AUCTION.	TOCONSIGNEESOF OPTIONAL CARGO	TTIGTORIA REGATTA	CITY BHALL
	ARRIVALS	AN KALLENGTON	HONGKONG ASHANGHAIBANKING CORPORATION.	FWYFIE II ndors coned has received instructions	EX O SS CO.S SS. HECTOR." FROM LIVERPOOL.	TWENTY NINTH MEETING.	
Spott P	GREVHOUND, British steamer, 227, akhoi 4th December, Hoihow 6th,	CHRISTMAN TOTAL	PAID-UP CAPITAL	SATURDAY,	SHIPPING Orders must be obtained from the Undersigned not later than the 16th inst.	13 1011 - 3 1041. Theomber 1884	BATURDAY, the 13th instant,
5 & Co.	no 9th, General.—Adamson, Bell.	chanical Toys, also a spiendid assertation of the	BESERVE FOR EQUALIZATION OF 400,000.	Tr nor Previously Disposed of MY PRIVATE SALE. For the Account of the Conserned.	for shipment per steamer "LAERTES." BUTTERFIELD & SWIRE, Agents. Hongkong, 9th December, 1884. [2305]	PATRON	EXTRA AFTERNOON PERFORMANCE SATURDAY AFTERNOON,
Lapevre	VIPERS, French gunboat, Capt. ire, Haiphong 6th December. 0, FORIEN, British steamer, 508,	MECHANIC Clown and Mice, Christian Dan- Engines, mace Games, Smoking Man, Dan-		The British Barque "MINNA."	OCEAN STEAMSHIP COMPANY.	HIS EXCELLENCY SIE GEORGE FERGU- SON BOWEN, G.C.M.G.	GRAND OPENING
Harris,	Swatow 9th Dec. General.—Dou-	and Big, Guinda Pig. Joseph and Trans	Chairman A. P. McEwen, Esq.	Of 435 Tone Register (Net), as she now lies at the Pageda Anchorage, with all her ANCHORS, CHAINS, SAILS, RIGGING,	ONSIGNEES per Company's Steamer "HECTOR."		PEMBERTON WILLARD'S
December 10	Commonorie, American ship, 1,909.	Dumpty Show. Musical Monkey, Pops, Cornets, Niggors,	Deputy Chairman—Hon, F. D. SASSCON H. L. Dalrymple, Esq. A. McIver, Esq. H. Hoppins, Esq. M. E. Sasscon, Esq. M. Grote, Esq. W. H. Forbes, Esq.	SPARS, &c., &c., &c., IN ONE LOT. For Further Particulars and Terms of Sale.	are hereby notified that the Cargo is being dis- charged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it	His Excellency Lieut. General SARGENT, C.B. The Hon. Sir GEORGE PHILLIPPO, Knt.	ANGLO-AMERICAN MARIONETTES. The Greatest Nevelty of the Age.
-ORDE	R. NAOVES British steamer, 1,473,	Surprise Snakes, Chinese Battle, Toy Artil-	Hon, W. Kesmick U. D. Bottomley, Esq.	Parous Audiorage.	will lie at Consignees risk. The Cargo will be ready for delivery from Craft or Godown on		THE WONDROUS MANNIKINS, The Most Complete and Conglomerate
Townsy	Sydney 11th Nov., Brishane 14th, ille 18th, Thursday Island 22nd, and	Dressed Dolla Jointed Dolla Surprise Dolla Dolla Ma and	MANAGES.	Pagoda Anchorage, 2nd Doc., 1884. [2291	and after the 10th December, 1884. Goods undelivered after the 16th instant, will be subject to Rent.	Colonel Chawford, Hon. W. KESWICE.	AMALGAMATION OF SPLENDOUR . EVER ORGANISED.
	rwin 27th, Coal and General—Rus- Co.	Pa Dolls, Speaking Dolls, Dolls, Trumber, Ropes,	LONDON BANKERS-LONDON & COUNTY BANK.	INTEMATIONS.	BUTTERFIELD & SWIRE, Agents. Hongkong, 9th December, 1884. [2805]	W. H. FOREES, Esq. Captain R. E. PEAR-	(The Aome of Machanical Ingenuity.)
AT THE	CLEARANCES. HARROUR MASTER'S OFFISE.	Whips, Tops and Balls, The Game of Cro- quet, The Pleasure Box, Parliament Game, Electric Boats and Steam Engine, Shooting	Late the Late Assessment on the duliv dallange.	REGATTA HOLIDAYS.	UNION LINE.	Buffs." H. G. THOMSETT, Esq.,	BRILLIANT PANTOMIMES,
Khiva Briti	10TH DECEMBER.	World and Picture Puzzles, Drawing School,	On sixed Deposits: For 3 months 3 per Cent per Annum.	Chosen for the Transaction of Public Business at Noon, TO-MORROW and SATURDAY next, the 12th and 13th instant.	FROM ANTWERP, LONDON, AND	Buffs." Colonel W.LEEB, R. L.	NEW AND MAGNIFICENT SCENERY.
Greyhound, Auguste, Ge	British str. for Hollow. rman bark, for Diamond Island.	ming Bath, Wool Battles and Pole Horses,	For 12 months 5 per Cent per Annum. LOCAL BILLS DISCOUNTED	FOR the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CRINA,	SINGAPORE.	Hon. T. JACKSON, Chairman. C. S. Addie, Esq. Major Jackson, "The	GRANDAND GORGEOUS COSTUMES, BALLETS AND PROCESSIONAL
Theombon 16	DEPARTURES. O. SALTEE, British str. for Hai	Lead Soldiers, Fontoons, Wheelbarrows, Horses, Carpentor's Tools, The Pleasure Box, Noah's Ark and Animals, Talescope Blooks,	every description of Banking and hange	For the CHARTERED BANK OF INDIA, AUS-	Capt. Wildgoose, having arrived from the above	Captain Davis, R.N. Buffs." Lisut. Gamble, R.N. B. Layron, Esq.	PAGEANTRY, Side Splitting Comicalities, AND THE DAZZLING TRANSFORMA
phong. December 10	0. Douglas, British str., for East	A FIVE ROOMED DOLL'S HOUSE. 32	DRAFTS granted on London, and the chief commercial places in Europe, India, Australia America, China and Japan.	Acting Manager, Hongkong.	Ports, Consigness of Cargo are hereby requested to send in their Bills of Lading to the Under- signed for countersignature and to take imme-	J. H. STEWART-LOCKHART, Esq.	Cataracta, Fountains and Cascades of
. Coast.	0. VELOCITY, British bark, for	THE PART OF THE PA	T. JACKSON, Chief Manager. Hongkong: 25th August, 1884.	FOR the Hongkong and Shanghai Banking Composition, T. JACKSON,	diate delivery of their Goods from alongside. Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees	H. R. COOMBS, Esq.	Gas, Lime, Electric Light and other Dluminated Effects,
Whami December 1	o. Berlona, Ger. str., for Swatow.	WINSOR AND NEWTON'S ARTIST'S	NOTICE.	Chiof Manager. FOR the COMPTOIR D'ESCOMPTE DE PARIS, C. C. INCHBALD,	risk and expense, and no Fire Insurance will be effected.	INDGENOR THE BOWING BACES:	Acknowledged by the English Press to be without precedent in the
Kelung	O. TRIOMPHANTE, French corv., for O. Khiva, British atr., for Bombay		RULES OF THE HONGKONG	FOR the NEW OBJENTAL BANK CORPORATION	unless notice to the contrary be given before Noon, TO-MORROW, the 10th instant.	UMPIRES AND STARTERS:	See Outside Pictures, Posters and Bills.
December 1	PASSENGERS.	Artist's Drawing Pencils: Solid Sketc Blocks	The business of the above Bank will b	J, MELVILLE MATSON,	All Claims against the steamer must be presented to the Undersign or before the 19th in tant, or they will not be ecognised.	A. P. MACEWEN, Esq. E. L. Woodin, Esq. F. Beart, Esq.	Dress Circle \$2.00.
Pon Grav	hound, str., from Pakhoi, &c3:	Now Sketching Books. Stretched Canvasses.	conducted by the Hongkong and Shangh Banking Corporation, on their premises i Hongkong. Business hours on week-days,	Hongkong, 10th December, 1884. [2315]	RUSSELL & Co.,	Open Sailing Beats E. BURNIE, Esq. 8 JUDGE OF THE SAILING BACES:	Children Half Price. Soldiers, and Sailors in Uniform Half Price. The Management Reserve Right of Admis-
Chinese.	en, str., from Swatow.—Messrs. Ad Itom Chuen, and 127 Chinese.	Drawing Pins—all states.	to S. Saturdays, 10 to 1. 2—The Assets of the Hongkong and Shang that Benking: Corporation will form a direct	E have received a Large Stock of our	Hougkong, 9th December, 1884. [230] INDO-CHINA STEAM NAVIGATION	Table 1 Transfer of the Party o	sion.
Por Nap	and denotities, Mr. and Mrs. Gran	1	Scourity for the repayment of sums deposited in the above Bank. 3.—Sums less than \$1, or more than \$250	now be Purchased of the following Agents: CANTON, FOOCHOW, SHANGHAI, HANKOW,	FROM CALCUTTA, PENANG, AND	FRIDAY, 12TH DECEMBER, 1884.	Doors open at 8.30, to commence at 9 P.M. Plan at Kelly & Walsu's. Hongkong, 5th December, 1884. [2274]
and child at	nd Miss Grant, Mr. and Mrs. Grove Grove (2), Miss Blair, Messra. W arby, and Miscamble, 10 European	Palettas.	one, time will not be received. No deposit	TIENTSIN, & MANILA.	SINGAPORE.	Boats. Entrance, S5. Distance, One Mile	FOR YOKOHAMA AND HIOGO.
and 116 Ch	inese, steerage. DEPARTED. glas, str., for Swatow.—Capt. Stanton	Conte Crayons	d. Deposits may be made on behalf of relations, of Trusts, &c., in addition to the Lossitor's own account.	AMOY—MR. N. MOALLE. Hougkong, 6th December, 1884. [228]	having arrived from the above Ports Consigne	has never won a Sculling Race in China con Japan.	"BENARTY."
Mesers. T.	N. Gesling and H. C. Matheson, For Foodbow.—Mossr	Lalameis Charcoal Paper.	5.—Persons desirons of saving sums less the dollar may do so by offixing clean ten-ce	Begg to inform the Residents of Victor	18 I stand to take immediate delivery	of right Officers and Men of any Regiment	will leave for the above Forts on SATUR. DAY, the 13th instant, at Four P.M. For Freight or Passage, apply to
E. F. Alfo	ord, R. Simpson Shaw, T. Moreck cuys.	Descriptive Hand-Books on all branches	with ten clean stamps the depositor will	be the assistance of an experienced European Converter in Mr. ROBERT DOUGLAS, who	their Goods. Corgo impeding the discharge will be at or	of the Police Force. Distance, One Mil and Entrance Sl. First Prize, \$15; Second, S	GIBB, LIVINGSTON & Co., Agents,
The Brit	REPORTS.	KELLY & WALSH, Queen's Road.	6.—Depositors in the Savings Late	ng Artistic Fortraiture is well known in Chin	expense.	Ontrigged Hoats excluded:	Hong Kong (11th December, 100 a.
The same and	the 4th inst., Hellow on the 6th, are the 5th, and had strong North win- ather throughout. In Hellow H.M.	BREWER has just receive	hai Banking Corporation on fixed deposit	for tegraphy.	CONTROL TIME OF STRANGES	Entrance, \$10.	FOR YOKOHAMA AND HIGGO.
Fozhound.	stab staymer Eukasu reports left Sw	A MAGNIFICENT ASSORTMENT OF CHRISTMAS GOODS.	Ports by means of clean Hongkong Posts	he Has a LARGER, CHOICER, and more Completed COLLECTION of VIEWS, than any oth in the Empire, the Copies of which are on	FROM HAMBURG, MIDDLESBRO LO	N. For Men of war's Gigs and Whalers. Distance One Mile. Entrance, Sl. First Prize, Sl.	CAMBODIA"
tow on the	9th inst., and had fine weather with N.E. breeze. In Swatow stre. De Balanchau, Meefco, Phra Chom Klac, as	y. New Parisian Workstands.	annum will be allowed to Depositors on the	per to be purchased from his Studio or Mess	THE Steamship CARDIGANSHIRE."	Second, \$5. Time allowed for Cars,—5 second per Car. EIFTH RACK.—2.30 P.M.	above Ports on SATURDAY, the 18th instant, at Four P.M.
Ohefoo.	hish steamer Naples reports left Sy	Magnificent Plush Fitted Workboxes.	daily balances. 9.—Each Depositor will be supplied grawith a Pass-Book which must be presented w	tis TRAITS of different sizes taken daily, ith STUDIO, QUEEN'S ROAD,	Courtney, Commander, having arrived from above Ports, Consignees of Cargo are hereby formed that all Goods, with the exception of Opin	in American Cup." To be rowed in Canto in Fours Distance One Mile, Entrance, \$1	Agents.
noy at 5 p	m., 11th Nov., and had fresh North	at Charming Training in Plotting Cases, Pho-	each payment or withdrawal. Depositors in their Paris of make any entries themselves in their Paris of the pa	ast HE TOURIST S. GUID	E of the undersigned at Wandhai. No. 3, behi	ind For House Boats and/or Gigs Pulled by Chuind Property Distance, One Mile: Entrance,	54.
Brisbane t and passer fresh Eas	at Sam of the 14th, embarked, mangers, and left at 4 p.m. same day; he sterly winds to Townsville, where	ils graph Frames, Inkstands. A New Assortment of Gentlemen's Ruscher Leather Pocket Books, Letter Cases, &c.		ADT 31 11	the premises known as "Blue Buildings" when and or from the wharves or boats delivery are be obtained.	-6 seconds per Oar. SEVENTH RACE.—3.30 P.M.	LIMITED.
- 4n Cristian	TO THE PARTY OF THE CAPTURE OF THE PARTY OF	Targeta Ratt - MOLOCOO . AALITIM	od Letters containing Stamps or other Renand tances, and generally, correspondence as to-	Containing the names of all the Articles Trade, objects of Natural History, Furnitu act, &c., with the Punti and Mandarin Pront the ciation. Also a few copies of the GRAMMAR of T	notice to the contrary be given before 2 p	tors. Distance, One Mile. Entrance, 35. Eighth Race.—4 P.M.	FOR PORT DARWIN, THURSDAY ISLAND COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE
19th and	sailed at 5 p.m. same day, nad di	Writing Pade Stationery Cases, co.	KONG BAVINGS BANK BUSINESS, be forwar	the The Daily Press Office.	No Claims will be admitted after the Go have left the Godowns, and all Goods remain after the 12th inst., will be subject to rent.	ods For Merchant Vessel's Gigs. Distance, C	ne VIA SANDAKAN, &c.
land of me	non of the Mint and Samed by the contract	INCOLUZ ETC. MARCHINA	China.	SAM BING STULTZ JUN	R. No Fire Insurance has been effected. Bills of Lading will be countersigned by	For Men-of-war's Boats, any rig. Entran	ce, Captain Hunt, will be despatched for the above
Port Dar	light Easterly winds from thence win where she arrived at noon of sailed from Port Darwin at 5.30	great variety. Toys	of his duly appointed Agent, and the production his Pass-Book are necessary.	r or TAILOE. DRAPER, and GENERAL OUTTITTE a of Best Materials and a Perfect Fit Guarantee AT MODERATE PRICES.	ADAMSON, BELL & Condition Agents. Hongkong, 5th Documer, 1884.	SAILING RACE. 200 For Sailing Ships' Bonts only. Entrance.	mentioned Ports on SUNDAY, the 14th instant, at DAYLIGHT! S2. For Freight or Passage, apply to
ther from	7th; had strong winds and equally withen the Mindoro Straits; from the N.E. and N.E. gales with terms	rific Rose and Girls Annuals.	ness of the Savings Bank are exempt i	usi-	INTIMATIONS.	First Prise, \$20; Second, \$10. YACHT RACE. For Yorkte over 10 Tons, Entrance, S5. Ti	me Hongkong, 11th December, 1884. [2175
squalls to	o within 60 miles of Hongkong; the her to port.	Kate Graway's New Books, A Large Assortment of Meerchaum P.	THE CONTRACTOR	MK- Has always on hand a very line Selection		for tonnage. Cup presented by the victor. Recreation Club.	THE EASTERN AND AUSTRALIAN
Vessei	S ARRIVED IN LUROPE PROM POI	· · · · · · · · · · · · · · · · · · ·	Chief Manage	other Germants for Exportation.	and CITY HALL.	SECOND DAY. SATURDAY, 18TH DECEMBER, 1884: FIRST RACE.—12.30 P.M.	FOR SYDNEY, MELBOURNE, AND
Metaped	(Per last Mail's Advice.) lia (s.) Bangkok	New Christmas Cards.		Best Split and Every Kind of RATTANS	THE HONGKONG AMATE DRAMATIC CULB	Senior Sculls.—For Single Pair Sculling Bo Entrance, S5. Distance, One Mile. Pr	PORTS, and taking through Cargo to NEW
Feronia.	Shanghai Oc	t. 23 session of all Sharedealers—"Shareholders t. 25 Directors Legal Companion." t. 25 New Weltzes, New Bongs.	ING CORPORATION, T. JACKSON, Chief Manage	ALSO RATTAN CHAIRS, COUCHES, &c.	WATER TO COURS DIE DE PE	Cup presented by J. J. FRANCIS, Esq. SECOND BACE.—1 P.M. For Gigs pulled by European Non-Commission	ZEALAND, NEW CALEDONIA, TASMANIA,
- Aist (s.	Shanghai Oc (s.) Shanghai Oc	t. 27 New Collections of Music. t. 28 Letts's Diaries! Date Blocks!	Hongkong, 28th April, 1884	OUTLER, PALMER.&	OT DE STAT	in Garrison, or by European Members of Police Force. Distance, One Mile. Entra	tho "MENMUIR."
Vi	ESSELS EXPECTED AT HONGKONG.	W. BREWER, Queen's not	CORPORATION, LIMITED	OF LONDON; BORDEAUX, CALCUTTA, BOM	BAY Performance will commence at 9 P.M. Sha	Second Race on first day, and Outrige Boots excluded.	ged Port on WEDNESDAY, the 24th instant, st
Commo	(Corrected to Date.) dore Cardiff Jul th Liverpoolvia Cardiff Jul	7 28 I MBERT.	INCORPORATED IN LONDON on 18th July, UNDER THE COMPANIES ACT 1862 to 18	1884. MADRAE, LAHOBE, KUBRACHER, &c. 63. Their Representatives in China—	Admission by Ticket only. The Plan of the Theatre can be seen seats secured at the CITY HALL, on SAT	THIRD RACE -1.30 P.M.	For Freight or Passage, apply to RUSSELL & Co., Agents.
Invincil	ble Cardiff Au icholson Cardiff Au	g. 4 COMMISSION AGENT AND CARGO CONSIG	SHARES OF £10 EACH.	Mesers Jandine, Matheson & Go. Hongko	DAY and MONDAY NEXT, from 9 A.	M. to Mile. This Cup to be won two consecutives before being finally held. Won	Files Hough rough 1100
Gustay Chande	& Oscar Cardiff. Sej ranger Penarth Sej	pt. 3 Will undertake Commissions for Firms in the East and receive Sample Consigns	LONDON BANKERS	Call attention to some of the items consign	ed to Those who have not seen the lists and will anharibe for Tickets at \$2 each will please	Bond For House Rosts and/or Gigs Pulled by Cl	ina CUNNYSIDE, from 1st January, 1885.
Jessie 1 Lander	Cardiff Sej Osborne Hamburg Sej dale (s.) Hamburg Se	pt. 17 Communications in English and French.	BANK OF SCOTLAND, LONDO?	CLARETS, Larose, Mouton, St. Julien	in their names to the Honorary Secretary. H. J. H. TRIP Hon. Sec.,	First Prize, 315; Second, \$5. Winner Sixth Race on first day excluded. Time	r of Apply to JNO. J. FRANCIS.
Melbro Deutso H.R.M	hland Cardiff Oc S Crayssen Plymouth Oc	nt. 27 NOTICES OF FIRMS.	ON DEPOSITS: At 3 Months' Notice, 3 per Cent. per An	num. CHAMPAGNE, Royal Wine, as sup	Plied Hongkong, 9th December, 1884.	O. Cars.—6 seconds per Car. 2297 EIFTH RACE.—2.30 P.M. "German Cup." To be rowed in Canton F	CONSULATE OF THE UNITED
North Pembr	AmericanPenarthOc okeshire (s.) Antwerpvia London Oc ogoraNew YorkOc	NOTICE	At 12 Months' Notice, 5 per Cent, per An Current Accounts kept on terms which	num. C GUPPPY Salastal White Seel and Amo	LOCAL NOTICE TO MARINER	Distance, One Mile. Entrance, \$10.	STATES OF VENEZUELA
John I Thiory	Knoz (a.) Liverpool	of our Power of Attorney, is author, 25	dearer be learnt on application. J. M.ELVILLE, MATSO Manager.	N. INVALIDS' PORT WINE. SCOTCH WHISKY, free from fusel o	il. ANPING LIGHT EXTINGUISHI	Entrance, \$1. First Prize, \$20; Second No time allowed for Oars.	\$10. CHIPPERS and others interested in the
Menel Breco	rtney (s.) London Oc aus (s.) Liverpool Oc nehire (s.) Middlesborough O			1724 COGNAC, Four Stars, Three Stars, Two Prices on application to either of the above F	FISHER ISLAND AND SOUTH CA	PE "Ladies' Parse:"—For Pair Oars. Dist	ance, 1884, articles II. and XII. duly certified Mani-
Harim	pairly (s.)Antworp	ct. 26 ct. 27 NOTICE.	ORIENTAL BANK CORPORATION		TION OF, NOT TO BE	To be Rowed in 5 or 6 Oared Royal Naval	Gigs shipped to the Ports of the Republic. These Manifests are to be presented at the Port of ar in Destination tagether with Triplicate Invoices
	FOR SALE.	HAVE admitted Ms. NOORMAHO	MED IN LIQUIDATION. Part. A LL HOLDERS of NOTES of	f the No. 13 Hing Loong STREET ORAL MACHINISTS, BOILERMAKER	S: Zeeleville ht Anging South Formes	a. was the Honokono Club. Time for Oar	s.—6 certified to by the Consulat the Port of Ship-
	EAL SCHIEDAMSCH. JENEY	ner in my Firms, carried on at Bo ER in Hongkong and Shanghai, in my own nam NZEN Kartak Sood, 1st Sawant Year, 1941	e from TION (HONGKONG BRANCH) are (19th requested to present them to the Liquid	ALSO COPPER AND BLACKSMIT	HS. notice. ORES. Shipmastors are warned not to reckon of	non the "Members' Cup;"—presented by Membe	the Republic must have the documents of his
BITI PRI	FERS and SCHIEDAM SCHNAME SOURKROUT and RED	CAR. forth be designated and carried on am	fer the Exchange a Certificate of the Value of & Co. Notes deposited.	of the The most careful supervision given to Work, and Charges Moderate.	continued exhibition of the Lights at 1 Island and South Cape during the pi	resent Oared Canton Cutters. Distance, One and a half. Entrance, \$10.	FOUR Don't reliance he cleared
BAG	E, in Jars, and Sait HERRINGS, BATING GUNS and RUFLES, RI	JAIRAZBHOY PEERBH Byol. Bombay, 10th November, 1884.	furnish to the Liquidators of the B	ank, a Hongring, trace occurred ank, a Lasue, THE Undersigned have been appointed	d Solc Harbour Mas	SAILING RACE.	Transporer 10th December 1884 12814
ver	J. F. SCHEFFE 21 and 23, Pottinger	R NOTICE.	Forms of Schedule may be had on applet the Oppice of the Oppical Bank	ication Hongkong and China by Messrs. J. & R. COR- NENT, Glasgow, and Messrs. DAVID COR	TEN- J. McLEAVY BROWN. RAR & Commissioner of Customs.	For Venhis under 10 Tons. Entrance, \$5.	Time VICTORIA REGATTA.
Ho	ongkong, 3rd April, 1884.	JAFFERBHOY KHETSE	Y is POBATION, Queen's Road, Hongkong.	Sons, Arbroath. ARNHOLD, KARDERG &	Co. Amoy, 1st December, 1884.	for tonnage. Cup presented by the Vi Recreation Club. N.B.—Entrance for races 2 and 6. (First	Day): The Secretary of the Dock Company, the
\mathbf{B}	NO WOON SALE. OUND VOLUMES of the China O Trade Report for the Year 1883.	verland this date.	OF THE		BOOKS required by a Gentleman w	to has the Oct. December at 6 nm. and must b	esday, "FAME" will leave Peddar's Wharf, TO- esent MORROW and SATURDAY, the 12th and iving 13th instant, at 12.30 and 1.30 P.M. for the

By his Attorneys

H. HOWARD TAYLOR.

The Undersigned are now prepared

Tenements at 1 Not per Annum.

on Cools at 1 %. Net per Annum.

censed Godowns at 12%. Not per Annum.

Tenemonts at 2 . Net per Annum.

Tenements at 21 / Net per Apprum

Hongkong, 5th August, 1881.

DOUGLAS LAPRAIK & Co.,

Agents for Phonix Fire Office.

Hongkong, 4th August, 1884.

& Merchandiss stored

On Petroleum in A

On Coals

J. MELVILLE MATSON.

WINES, LIQUORS, SYBURS of the best Brands:

Sole Agent of MM, Evg. RAYMOND & Co.

оf Marseilles. ПАІРНОМЯ TONQUIN.

GEORGE GOULE

Houghoug, 18th January, 1884.

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ALGAR AND COMPAS

L. HOUSE AND ESTATE AGENTS,

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ON. DELICIOUS AND APERIENT, only propared with Quinquina. Excellent [1450 specific against Fever, and promotes digestion.

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N.B.—Entrance for races 2 and 6. (First Day); the Secretary of the Dock Company, the 2 and 4, (Second Day); will close on Tuesday, "FAME" will leave Peddar's Wharf. TO. the 9th December, at 6 p.m., and must be sent MORROW and SATURDAY, the 12th and in in writing to the Hon. Secretary giving 13th instant, at 12.30 and 1.30 P.M. for the

name of boat, colour, number of cars, &c. Flag Ship.

Post entries allowed for races 4 and 8, (First J. H. J. H. STEWART-LOCKHART, Hon. Secretary. V.R.C. Hongkong, 11th December, 1884.

VICTORIA REGATTA.

THE COMMITTEE OF THE VICTORIA RECREATION CLUB request the Pleasure of the Company of the Ladies of Hongkong at the Regatta to be held TO-MORROW and SATURDAY, the 12th and 13th instant. Subscribers to the Regatta can obtain Tickets of Admission to the Flagship on found in "THE CHRONICLE AND DERECTORY," application to H. R. Coomes, Esq., Hou. p. 401 of large edition, p. 649, small edition. J. H. STEWART-LOCKHART,

V.R.C.

Hon. Secretary.

NOTICE.

WATSON AND CO. FAMILY AND DISPENSING CHEMISTS.

By Appointment to His Excellency the Go-VERNOR and His Royal Highness the DUKE OF EDINBURGH, WHOLESALE INDRETAIL DRUGGISTS Perfumers, PATENT MEDICINE VENDORS, DRUGGISTS' SUNDAYMEN.

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NOTICE.—To avoid delay in the execution of Orders' it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or -- HONGKONG DISPENSARY. 23

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name. Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good

All letters for publication should be written on one side of the paper only. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until Orders for extra copies of the Builty Press should be sent before 11 s.m. on the day of publication,

Press.

After that hour the supply is limited.

HONGKONG, DECEMBER 11TH, 1-84.

THE great question of Imperial and Colonial Defence has now been agitated for many years, and is at length, we are glad to know, receiving some attention from the British Government. General Collinson, and after him Captain, now Major, Cozona, R.M.A., were the chief pioneers in agitating this question! In 1873 the latter read an able paper on "Colonial Defence" before the Royal Colonial Institute, and in 1877 he returned to the charge, this time with a paper on " Imperial and Colonial Responsibilities in War." Later, in the course of a lecture at the United Service Institution, the same gallant officer again drew attention to the British naval and military position in the North Pacific, and remarked that Hongkong still remained a solitary unarmed sentinel. After dwelling on the immense importance of efficiently protecting our naval bases, and commenting the strategic value of defenceless Hongkong, he went on to say : " If in these days an army marched on its stomach a fleet cruised on its coals. He thought he was quite correct in stating that if war were to break out to-morrow it would find our fleets without any system by which their supply of coal could be assured, when communication would not be perfectly safe. All those matters and things it was expected happy inspiration of the surviving representative in the direct line of that board which HENDY VIII. created, ignorant of the exist. ence of more wan half the world. If we were plunged in a naval war to-morrow, and there were not sufficient garrisons for the iming at once; the action of our fleets would be -paralysed by having to protect their own bases from possible capture. When we boasted of our national wealth, our resources, and our scientific skill, let us remember that they were, fur war purposes, at present local. ised in these islands, while the area of their application must extend over the globe." The truth of these remarks was obvious and undeniable, yet up to the present moment very little has been done to alter or improve the position. A few butteries were erected in Horigkong during the last war scare, but they | Signal and Olympia go over to Kowloon to dock | Signora Vita in the dust is a well known and have never been properly armed, and only within the last few mouths has it been decided to go on with the fortifications of the various naval and coaling stations. Recent events, however, have roused the advocates of Imperial defence to renewed efforts, and the Press have taken up the cry. Among the most recent atterances on the subject, a paper read at the Royal United portants to report. Service Institution by Colonel Sir CHARLES H. NUGENT, R.E., on the 21st March last, merits special notice. It necessarily travels over much of the same ground that General Collinson and Major Colomb have already covered, but much that he said is fresh, and his observations, we have no doubt, had their weight with the Government in coming to their recent decision on the question. The gallant Colonel agrees most fully with previous writers on the great strategic value of this colony and Singapore, concerning which

he says :--The China Station is of considerable extent, comprising the North Pacific as far as the 170th meridian of east-longitude; and touching the Australian station for the most part at the 12th parallel of north latitude, but the waters of the North Pacific are nearly islandless, and our interest lies on its western shores; hose day morning. The case will now be heard before we are concerned not only on account of the trade of Mr. Wodehouse to-day, and a great deal of the China, Japan; and the Straits Sattlements with this country, and of the large local Australasian trade. amounting in all to £78,000,000, but on account of may be re-traversed. There is as yet the one the strong military position we have established at | prisoner in custody who was seen in possession Hongkong, whence we are able to interpose whenever | of the bangle alleged to have been worn by the the action of the Russo-Pacific force may render in murdered man on the day of his death. terposition on our part necessary. Looking to what our countrymon are doing among the islands of the Pacific, this position of Hongkong is of an importance which must increase steadily in the future; as the terminal of our most distant Naval

Stations, and face to face with an ever-watchful rival. it should be provided with exceptional resources both Mr. Caldwell made considerable efforts to obtain for its own protection and for coaling and rofitting the discharge of the second prisoner, on the

least for the present, the rather that much has been | prisoners for trial, these were not called. done at Hongkong. Possibly we might attain our end by alliance with

Japan, and this may be worthy of consideration, as miles with a coast-line of 3,900 miles in ortent.

In this direction the China Station is well provided, some convenient island may be acquired. Torres

cessfully commanded. to walk across? The jury returned a verdict of fairful and the firm. It would be a question from Mosers. Barrell & Co. Meeter party was until the firm. It would be a question from Mosers. Barrell & Co. Meeter party was until be a question from Mosers. Barrell & Co. Meeter party was until be a question from Mosers. Barrell & Co. Meeter party was until be a question from Mosers. Barrell & Co. Meeter party was until be a question from Mosers. of coal at Thursday Island; this island is not, I be south across; lieve, entirely satisfactory for military purposes, but socidental death.

if no more satisfactory position can be found it should be made use of, and the coal stored there placed in security; if a more satisfactory position can be found, then more auto should be induced to remove their coal to it, and measures should be taken to defend it. At any rate the distance between Hongkong and Sydney, about 6,000 miles, is so great that we cannot dispense with an intermediate Coaling Station.

When seeking for an intermediate coaling they charged with being some of the authors of station between Hougkong and Sydney, Sir. CHARLES NUCENTEPPArently of erlooked Port Durwin, which willone day bothe great port of squeezing emigrants for Singapore and other North Australia, and is only ten days' steaming from this port. No doubt a naval station made known. A large number of the boatwill be founded on the coast of New Guinea. People will get on board the emigrant steamers and, lying farther east and commanding the other side of the Torres Straits, this would their mats and take up a large portion of the prove extremely valuable as a link in the space allotted. Then, when the emigrants come chain of communications. Another station. farther north and east is needed, as Admiral them the space they accupy unless they pay a-RYDER strongly urged in the discussion that ensued on Sir CHARGES NUCERT'S paper. and we quite agree with the gallant Admiral that it would be impolitie to fely on the friendship of Japan in the event of a war with passengers objected to the squeeze, and the Russia, for we could not expect the former runners interposed on their behalf and fruscountry to tanke an enemy of so near and formidable a neighbour for our behoof. the meantime Honekong is the Far Eastern terminus of the British chain of communication, and must remain so unless Quelpart or

some other island can be purchased from Kuras or China for the purpose. It should therefore be thoroughly fortified and amply supplied with stores of all kinds and wa matériel. A new dock, capable of accommo dating the largest ironclads, is now in course construction at Kowloon, and when completed Her M tjesty's ships of all sizes will be able, as serious, and he adjourned the case for a week to dock, reptir, and refit here as well as in-England. The defensive works have been communced, and we are now chiefly concerned to see that they are thoroughly carried out, and that the armament is sufficient. We sincerely hope, and it is the business of this. Government to see especially considering that the Colony has been asked to contribute the cost of the works-that the port shall be rendered secure against attack and not left dependent upon the fleet, which in the event obwar would be wanted elsewhere. General Sir Lintonn Simmors, R.E., an eminent nthority, says very pointedly : - " Fortifications and defences of an imperfect character are almost worse than no defences at all confident that both General SARGENT and Colonel WALKER will scho this remark, and we can rely upon their pushing the defence.

they are a snare and a delusion." Wo are and Signora Vita, but there was an appreciative works on and rendering them as effective as possible with the funds at their command but the questions to be considered are, whe ther the armament will be as powerful as it The programme was opened with a sestette, by touching any death that may have occurred should be, and whether we have the force to properly man these fortifications when completed. Concurrently with this question that of strengthening the Squadron in these waters comes into prominence. - Admiral Sir W. Dowall fully recognises the necessity beginning to and. The same gentlemen wound for this measure, and has asked for reinforce. up the programms with the old favourito glosments. The Admiralty so far have days been ordered out, but it is at least doubtful whather she is fit for service, and no other vessel has been named. If the Franco-Chinese difficulty anded to-morrow, we should probably hear no more about this ironeled. and it is more than likely that the scheme of could be arranged for at any moment by the fortifications, here would be proceeded with in a dilatory and half-hearted way, if not altogether suspended. The Imperial Govern ment are indeed slow to move, and they re- may congratulate themselves on a decided noquire constant pressure from the public to compel them to adopt measures for the protection of national interests. They have which he rendered in a thoroughly artistic way, been compelled, by a public outery, to review the condition of the Navy, and there is some

> The French ironelad frigate Triomphante, Captain Baux, left here yesterday for Kelung. The British steamer Iolani went round to being obligingly acceded to by the songstress. Aberdeen yesterday, and the German steamers

donetowards easiling Great Britain to retain

her supremacy on the seas, a supremacy that

is the sole guarantee for the preservation, of

her vast but scattered empire.

The United Service Lodge, No. 1,341, Bar elected the following officers for the ensuing year:--Wor. Master, Bro. J. Robertson Treasurer, Bro. J. Hatcher; and Tyler, Bro. J

French gunboat Vipers. Cantain Lapeyreire, arrived here from Haiphong yestorday. Up to the time of leaving that port, the 6th instant, there had been nothing of any im-

At the regular meeting of the Eothen Lodge ing himself to be a master of his instrument. of M. M. Masons, No. 264, held on Tuesday, the | which appeared to be one of much power and exfollowing officers were elected for the ensuing | collect tous, year :- W. M., Bro. E. C. Ray; Treasurer, Bro. H. N. Mody; Tyler, Bro. J. R. Grimble.

From an announcement in our advertising odumns it will be seen that Mr. Gillies has, with his usual kindness, placed the steam tog Faine at the disposal of the Ragatta Committee for the conveyance of visitors to the flagship.

The Chinaman who was found by Inspector Quincey in Queen's-road West on Monday night. apparently bent, from the nature of his inflammable equipment, on an incondiary expedition, was before. Mr. Wise at the Police Court yesterday morning on remand, and he was com mitted to prison for six months' hard labour.

The hearing of the Test Tez Mui murder case at the Police Court was further remanded yester-

The Chinese cook and steward charged with wounding Mr. Hammond, the chief officer of the American ship Luzon, were before Mr. Wise on remandat the Police Court vesterday morning, and ground that the evidence did not implicate him General Collinson considered the value of Hongkong had been impaired by the extension of our trade to Japan, and by the position assumed by Russia on the north-east coast of Asia, and in a less degree by the development of the United States on the north-west liad other witnesses in addition to those coast of America, and he arged, I think, that we who had already given evidence, but as his Worshould sock a position nearer Japan, but I am not ship was fully decided upon committing both disposed to advance 1,200 miles in that direction, at

Yesterday afternoon an inquest was held at the Tung Wah hospital before Mr. H. E. Wode-Japan is not only highly civilized, but densely populated, viz., 38,000,000 in an area of 143,000 square and J. M. Jesus, as jury, on the body, of Leong The next Coaling Station connecting Mongkong with Coylon and the Indian Station, is conveniently placed at Singapore, about 1,500 miles from each. It is the of erection. It appeared that deceased had to siderable facilities for defence which are being ex- the beams on the first floor, the boarding of the will be expended this year, so I will have to move floor not having yet been finished; the plank, for a revote. which was very thin and weak, gave way and but in the other and more remote direction, towards which was very thin and weak, gave way and the eastern side of Australia and towards New Zea. deceased fell through the beams on to the ground land, a station is much required: perhaps a convenient floor on some stones, injuring his legs and arms, position may be found in New Guinea, if it be in whole from the effects of which he died on Tuesday or part annexed to the Australian territories :- or morning at three o'clock. Inspector Mathieson Straits have been examined, and the islands in, or in said that he had made inquiries and found that the vicinity of, its waters, but no island has yet been there were no suspicious circumstances in confound from which allithe known channels can be suc- nection with the case, and he undertook to warn the contractor of the building to be eareful The great lines of steamers which make use of those about what planking he used for the workmen

connected with the emigration traffic was brought to light at the Police Court yesterday morning. Four or five Chinese with broken heads and other evidences of some exceedingly rough handling came before the court as complainants against six or seven boatpeople, whom their injuries under the following circumstances. The defendants, they allego, arb some of a large clique of bontpeople who carry on a system of places in a manner which, though the police have discovered it before, has not hither to been publicly. with the usual mat under their arm, and before for one person. In this way they blackmailed

the bong fide emigrants embark they spead out on board, many flud noplace to spread their muta. and the workers of this selieme refuse to give squeeze which they demand of so much per space a number of passengers until-a few days since, when their proceedings mot with some check at the hands of the complainants, who are emigrant boarding house minners. trated the defendants and their friends. The blackmailers determined on being revenged on the runners, and they carried out their resolve in a thoroughly Chinese manner. Gathering together a force of their rullanly gang strong enough to leave no doubt of their nower to thrash the runners, they went in a body to their house on Tuesday, and gave them a most unmerciful hammering with fighting from and other instruments dear to the heart of the Chiness rough, and did not desist nutil the unfortunate runners were in a very sorry plight. covered with blood and bruises. The runners made their way to the Police Station, and told their story, and the defendants were either arrested or summoned. The case came before Mr. Wodehouse, who regarded the statements made to enable Inspector Grey to institute inquiries.

LONDON, 9th December. THE SILVER CURRENCY IN THE

iail was allowed the defendants.

UNITED STATES. A Bill has been introduced into the House o Representatives at Washington providing for the suspension of the coinage of silver for threa

SIGNOR VITA'S CONCERT IN ST. AND LEW S. HALL.

There was not a crowded attendance at the St Audrew's Hall, City Hall, on Tuesday evening on the occasion of the concert given by Signor audience, which included His Excellency the Governor. Signer and Signera Vita came to this colony less than a year ago, and they inaugurated their arrival here by a concert which proved very successful. The second concert was also very enjoyable, though the addition of another vocal solo or two would have been appreciated.

some well-known gentlemen amateurs. piece selected was "Evening," by L. de Call. which added to the merits of its composition estates of parsons dying on board vessels on that of not being hacknoyed. It is a piece of their way here. excellent harmony, the different parts were all well balanced, and it want smoothly and wall from evidence of good practice, the sextette going with by a determined encore. The instrumentalists lances which are in the Treasury to the account were Signor Vita, Monsieur Piron, a gentleman of intestate and also bankrupt: estates and to amateur, and three lady pianists. Signor Vita make provision for the future appropriation of trip for violin, violencelle, and piano. The mastery existing law as embedied in Ordinance 6 of 1854 of Signer Vita and Monsieur Piron on their respective instruments are well-known, and it will sallies to say that they were both up to their usual mark, but the amateur violinist and the nucle loving portion of the community quisition to the ranks of local instrumentalists. His powers were more fully displayed in the nocturns in the second half of the programme. "Favorita," in which her well modulated, though not very powerful, voice, was heard to much advantage. In her dust with a gentlemen amateur "Blow, ye freshening breezes" the Signora was also very successful, but in her rendering of the English song "Come, Pretty Roses" sho fairly carried the house with her, her rendering of it being charming, and her Italian accent in no way detracting from the enjoyment of hor lienrers who redemanded the sour the encore

and received a long and well merited round of ap. that is the most convenient day—when these dif planse from the audience. Signora Yitaappeared ferent voto shald before the Council can be exn three items, the first being the well-known but amin al. I beg to move the adjournment of the hope that in the next few years more will be ever popular romanza, "Oh mio Fernando," from Conneil until Wednesday next at four o'clock. Carried. IN ORIGINAL JURISDICTION. The rentleman amateur who took part with popular local singer; he sustained his part with his usual ability, and in the second part sung 'The Echo" in capital style. The six-handed performance on the pianoforte by three ledy amateurs, which formed the overthre to the second part of the programme, was admirably executed and went off with sclat; a pianoforte trio on one instrument is rather a movelty, and the audience consequently looked for it with some interest and accorded a very hearty round of applique to the performers. Signor Vita gare two soles on the pianeforte, and coted throughout as accompanyist to the singers and to the violinist, show-

> HONGKONG LEGISLATIVE COUNCIL. A meeting of the Legislative Council was held yesterday afternoon. There were present:-His Excellency the Governor, Sir GEORGE

FREGUSON BOWEN, G.C.M.G. Hon. Sir George Philippo, Chief Justice Hon. W. H. MARSH, C.M.G., Colonial Se-

Hon. E. L. O'MALLEY, Attorney-General Hou. A. LISTER, Golonial Treasurer. Hon. J. M. PRICE, Surveyor-General. Hon. F. STEWART, Registrar-General.

Hon. W. KESWICK. Hon. T. JACKSON. Hon. F. D. SASSOON. Hon. Wong Shing.

The minutes of the previous meeting read and confirmed

three minutes of His Excellency the Governor asking the Council to vote certain sums for public purposes. aundry small sums for various purposes, including a grant of \$720 for the services of a Roman

to City Hall, and \$7,000 for sanitary works. be referred to the Finance Committee. The Finance Committee has not yet been appointed.

with reference to these votes. The COLONIAL TREASURER seconded. Carried.

The second minuto recommended a vote of S19,180 for repairing damages caused by the typhoon of 10th September. The COLONIAL SECRETARY-This has been agreed to by the Finance Committee, so that I

TYPHOON DAMAGES.

The COLONIAL TREASURER seconded. Carried: THE DEFENCE WORKS. The third minute was as follows:-£55.625 required for the erection of the additional

Colonial defences as explained in the despatch from the Right Hon, the Secretary of State for the Colo- negociations with Mr. George Holmes, who as if he had no interest in the vessel at the time settlement of plaintiffs claim by arbitration. nies which has already been laid on the table. In anticipation of a vote of Council the Governor & Co., with reference to the Hungarian, ask for no verdict against blm, but only against length to the plaintiffs, first letter of complaint during the mesent month, and as fer as can be fore- tato on the 18th January, 1831, in which

The existence of an abuse which has become The Coloniar Sucrement moved, that the minute be referred to the Finance Committee. The Colonial TREASURER Seconded.

> The COLONIAL SECRETARY-I now have to be empowered to sit during any prorogation or ad-General (Chairman), the Hon, the Colonial Treasurer, Hon. P. Ryrie, Hon. F. D. Sassoon; and Hon. Wong Shing; and the Public Works the Hon. the Registrar-General, Hon. W. Keswick, and Hon. T. Jackson.

The Colonial TREASURER seconded. Carried.

THE STAMP ORDINANCE. . The ATTORNEY GENERAL-I have to make one critwo triffing amendments in the Orlinance-passed during the last session of the Conneil. It is proposed to exempt receipts given by officers or soldiers of Her Majesty's forces in the colony for money paid out of Imperial revenue. Some small amendment is made in article of the solicials, and an amouded provision is made with reference to the stamping of doon ments brought into court.

The Colonial Secretary seconded. The Bill was read a first time, BANKERS' BOOKS EVIDENCE,

The Autorney-General, have to ask leave to introduce a Bill sutitled the Banker's this Ordinance's to supersode Ordinance 7 of 1882 by provisions more in accordance with the existing law relating to hankers' books evidence in

The COLONIAL SECRETARY seconded. The Bill was roud a first time. WEIGHTS AND MEASURES. The ATTORNEY-GENERAL-I have to leave to introduce a Bill outitled the Weights and Measures Ordinance, 1884. The object of this Ordinance is to make provision regarding weights and measures in supersession of the existing Ordinance.

The COLONIAL SECRETARY seconded.

The Bill was read a first time. CHARGES ON TRUST ESTATES. The ATTORNEY GENERAL-I have to ask leave to introduce a Bill to amend is to amend section 6 of Ordinance 7 of 1873 by making new provision on a somewhat different scale from the existing scale for charges on trust estates administered by the Official Trustea.

The Colonial Secretary seconded. The Bill was read a first time. MERCHANT SHIPPING BILL. The ATTORNEY-GENERAL-I have to leave to introduce a Bill entitled the Marchant bipping Ordinance Amendment Ordinance. The object of this Ordinance is to make certain amediments in scotion 16 of the Merchant Shipping Ordinance, 8 of 1879, with reference to the fees payable on the engagement and discharge of sailors by the Harbour Master and provision with regard to the report to be made by masters of vessels arriving in the colony the voyage. This is in connection with an Ordinance I shall have to introduce later in the Session for the better administration of

The COLONIAL SECRETARY seconded. The Bill was read a first time.

UNCLAIMED BALANCES. l of 1857, and 7 of 1869, and it repeals those Or-| dinances.

The Coloni. L Secretary seconded.

ADJOURNMENT. The Conorral Scoretagy I would ask my hon, friends if they could meet here on Tuesday at three o'clock in Finance Committee-I think

> SUPREME COURT. 10th December.

BEFORE THE HON. SIR GEORGE PHILLIPS CHIEF JUSTICE.

George R. Stevens & Co v. Buerell and Mr. Francis, instructed by Messrs. Sharp oller, and Johnson, appeared for the plaintiffs the Attorney General (Hon. E. L. O'Malley) and Mr. A. G. Wise, instructed by Messrs. Brerston, Wotton, and Deacon, for the defence A special jury was empaunelled composed of the following gentlemen-Messrs. A. McCly mont, A. McConachio, T. Arnold, D. Ruttonjee P. A. McEwen N. A. Siebs, and E. Burnio. It was pointed out by Mr. Francis that Messrs Siebs and Barnie were to be called as withesses attendance was so small that there would not have been enough for winry without them. His Lordship observed that these gentlemen were only called to give professional evidence in the case, and would not be biassed in any way, and if neither side objected to them there was no reason why they should not act upon the jury. Mr. Francis offered no objection to Captain to Mr. Siebs, who was called by the plaintiffs. objected to and Mr. T. H. Whitehead was allowed the bank as his assistant manager was away, have to furnish some reasonable excuse.

muneration of the jury, and he said the jury would be glad if the counsel in the case would be able to lay before it all the explanatory papers | there was no intention of doing it again. Mr. Francis then proceeded to open his case. warranties with regard to the speed and carry-

Australia and on the Chinese coast, chartered of Messrs. Burrell and Sons of Glasgow, through their agents in this colony, Mossrs. Arnhold, were the partners of Mesers. George R. Stevens carrying capacity set forth in the charter in tain Allason for the eighteen days, Foochow to him a visit on the evening of the 5th. While-& Co at that time. In January 1881 they were smooth water and on short voyages and if the Brisbane, the average being 210 knots a day.) the former was writing defendant went into his desirous of chart ring a steamer with which they would be able to ran successfully as to speed, conditions specified, it was because the plaintiffs was 14 to 15 tons. &c., agritust the Killarney, or the Canton or used inferior coal. There was also a question of A letter to Messrs. Arabold, Karberg & Co. other steamers running for the Eastern and ownership on the part of the second defendant, giving result of this voyage and the Nagasaki Australasian S. N. Co, and they entered into but Mr. Francis said that was easily disposed of, voyoge was put in. The letter suggested a

seen about \$200,000 will be expended during the course | the steamer was represented as having a carry- | warranted for a of next year. The remainder of the sum will put be ing capacity of 33,000 picula or thereshouts, picula irrespective of her bunker space, and party there was at small balance due, \$3,637 apart from her bunker space, which would ac- secondly whether her speed and consumption which plaintiffs retained in part satisfaction of comodate about 400 tons of coal. It was also of coal were guaranteed as he had stated. If their claim. After the Hungarian had been represented that on a consumption of 12t tons she had not fulfilled that warranty, he should chartered the Clausthouse was chartered cargo of Cardiff coal per day the yessel would steam submit his clients were entitled to judgment at capacity, 1,700 tens, charter money, 35,750. Also about 91 knots an hour in smooth water, and a their hands for the damages claimed, as he the Cassandra, 27,000 picule, 25,500; the guarantee of 11 knots was given upon a consump- should be able to show that the plaintiffs could Decima, 30,000 piculs. \$5,500; Volmir, 1,850. tion of about 17 tons per day. The charter party have chartered other steamers of the capacity of tons, \$5,250; and the Vortigera, 28,000 piouls, move the re-app intment of the several standing set out that the vessel's registered tonnage was the Hungarian in these respects at \$1,000 less \$5,350. Prior to the charter of the Hungarian committees of Council, and I also move, with the 1984 tons not; and her engines 64 horse power per month. There was an alternative question the Java had be a chartered 27,000 piculs, 85,000. nominal, and that she was built at Glasgow in of damages in the shape of patting it as less of The Hungarian was worth about \$1,000 less than 1879; that she was properly manued, and profit sustained from the deficiency of carrying was paid for her, comparing the price with that journment of Council. I care that the Figures and fittings in good order, and all power, speed, and increased coal consumption. The the usual stipulations, of which the speed It was impossible to give direct evidence of these for other vessels which could have been characteristically. Law Committee of the Hon. the Attorney and the carrying capacity were the only losses, but in addition to the test they had been tored. particulars which materially affected this able to give of the vessel's carrying capacity, it By the Attorney-General—Plaintiffs' firm onse. The charter was for a period of twelve had been tested since then in bringing cargoes of commenced the shipping business in 1873, about months, with the option of taking her for rice from Saigon, and it was found she could only three years before the charter of the Hungarian. Committee, the Hon. the Surveyor-General another similar period at the expiration of carry 29,300 piouls instead of 83,000, a deficiency During that three years their experience was (Chairman), the Hon, the Colonial Secretary, the first charter, at \$6,750 per month. Mr of 3,700. With the competition that was chiefly in the Australian trade, but they also had Francis said the agreement was made on the then existing, it was of the utmost importance experience in the Saigon trade. They did not

authority of the agents in this matter, price between what should have been paid, and consider any voyage on the China coast leave to introduce a Bill to smend the Stamp as they got their instructions from the what was actually paid in consequence of these a short voyage. He had no experience of late master of the steamer, who was part representations, but he claimed the damages for the home trade, and did not know what was owner of here and there was a very ex- loss of profit, to as an alternative claim. There considered a short voyage there. He had no tensive correspondence between the parties. Subwas deficient in spood and carrying capacity, case evidence of the parties taken three or four the general understanding. The profit institution and the defendants or their agents never repu- years ago, and the evidence of witnesses taken of the charter party wars arranged byfor witeight voyages under her charter, the first one General and himself had agreed to put in the evid were in the market at that time. He believed commencing on the 6th March, from Hong. and as taken subjections that might there were other steamers in the market when the ship which had brought it out. The second to decide voyage was also to Australia, via Foochow, last. The following evidence was then taken:ing from the 6th June to the 8th Oct., Cardiff coal being supplied her again direct from the ship.

being again supplied. The fourth lasted from Jan. 30th to Feb. 23rd, being a short voyage to Nagasaki with goal back, loosi coal being then used for the engines. The fifth voyage occupied from the 24th Fob. to the 28th May and was from Hongkong to Taku and Formosa, carrying a cargo of sugar to Sydney, back to Shanghai and Nagasaki and thence to Hongkong. The sixth voyage was from May 19 to Aug. 31st, the vessel going to Australia and back via Foochow and Shanghai, and previous to the voyage she had her bottom thoroughly cleaned, and was provided with Cardiff coal The seventh voyage was from the 31st August to the 23rd November, to Australia via Fooonce 7 of 1873. The object of the Ordinance chow, for which she was supplied with Cardiff coal and the eighth voyage, which terminated the charter, lasted from the 24th Nov. to the 23rd o March, 1883, from Hongkong to Singapore and Australia and back. The vessel was again supplied with Cardiff coal. Mr. Francis said he voyages, which might be regarded as tests of speed and carrying capacity. Carrying capacity was not a matter-that could be easily tested at any time, and it was only on the voyage from Nagasaki with coal that this test could be fully

proposed to draw special attention to two or three performed. On the second voyage the Captain received special written instructions not to spare the coal but to make the best passage he possibly could, as he was running in opposition the Canton. She was provided with Cardiff coal and burned 15 or 16 tons per diem, but instead of making the guaranteed speed on that consump tion, she could only average nine knots an hour to Port Darwin, with fine weather and smooth water and never exceeded it. The result was that remal complaint was ladged with Mosses. Arnhold Karberg & Co, and notice was given them that a heavy claim for compensation would be made in respect of the vessel's deficiency in speed. On her fourth voyage, to Nagasaki and back, it was found that instead of being able to carry 33,000 piculs of cargo independent of bunker accomed 1-

tion, she was only able to carry 32,000 picula Balances Ordinance, 1884. The object of this including the bunker space, though she was nothing but promise. The Agamemnon has a fine regular swing, and plenty of life was infused Ordinance is to make provision for appropriation loaded down as low as she could be put. She was into it. The audience testified their approval to the public revenue of certain unclaimed ba- deficient to the extent of 5,007 piculs. On the fith vovage she carried ton to Australia from gave two soles on the plane, and took part with such balances subject to certain conditions after the moster and instructions to make the best Witness saw the log book after each voyage, at once, and not to commit him to the Supreme of coal u day, and made the best time was an ordinary general cargo voyage, and he concerned in the shooting affray. He was corshe over did under the charter, but she did had no opportunity of judging then as tainly present during portion of the time, but it not exceed nine or nine and a half knots. to her as the jury would see by looking at the log book. of speed, &c., was, of course, the log book, and On the second voyage she carried tea from prisoner fired at him. His Worship would; howthey had the engineers log book for the last five Foschow. Captain Wise was in command at ever, see, from the evidence of the witnesses for of the eight voyages, but the log as to the first that time (Letter put in instructing the cap | the defence, that it was perfectly plain the se-

three plaintiffs were unable to get. After the tain to make a quick masage, and if he was run- cond prisoner could not have fired. Besides this complaint was lodged with Mesers Arnhold Karbarg & Co as to the deficiency in spead and carrying causely of the steemer in January 1989, the latter communicated at once with Messrg. Burrell & Sons, who immediately wrote burn the full amount of coal). There was no fired for some time. to Capt. Allason, for the log books for the three the log books. The plaintiffs had applied for was a complaint as to want of speed. According certain whether the revolver had or had not been these logs, and they were then informed that to witness's recollection of the log book the recently fired. they had been destroyed by the defendants in average speed was not more than nine knots. the ordinary course of business when clearing a Did not remember the average consumption of on the point, and, if there was any doubt at all, lot of waste paper out of a safe, not knowing coal; it was not up to 17 tons but was over 121 the prisoner ought to have the benefit of it. then that there was the least question arising about 16. The Captain complained he had The pistol was given to the Police when they as to the speed or carrying capacity of the had rough weather, which he said accounted went on board, and it was found loaded, and he steamer. Mr. Francis believed the jury would, for his not coming up to the guaranteed speed, contended that it was in its original condition. be satisfied on the facts that would be proved According to the organeer's log book produced As regards the first prisoner's revolver it was that this was not correct. Certain extracts from the consumption appeared from the 29th June found that only three chambers had been dischargthe log which had been furnished to Mr. James to 20th July to have been 122 tons per day. The ed; he submitted that that was also in its original would be put in evidence, but they would, of course, give but a very incomplete record, and nothing would be said as to the various condi-

coal burned. The guarantee was not only for a certain sneed, but a certain speed on a certain consumption of coal.

conditions of weather. Mr. Francis said the stipulation was smooth in the case, but the number of gentlemen in water, but they were not the conditions of a mile with a light draught, and he thought the this he was of opinion the vessel ought to have go aft to had up the flag when requested to do jury would come to the conclusion that charter party only contemplated in the another letter to Mosses. Arnhold Karborg & Co. use of that term ordinary fine weather and smooth see such as is to be found at see, and the vessel to be carrying at the time a good cargo. The plaintiffs did not say that the vessel had Barnie, and the Attorney-General offered none never done nine or nine and a half, or even ten knots at any time, but they said she had done so Mr. E. Mackintosh was also called, but was but very rarely, under special conditions of wind and weather, and upon a consumption of about to stand heide as he represented that it would be 16 tons of coal per day. Her warranty in reextremely inconvenient for him to be absent from spect of speed and coal consumption had not been fulfilled, and she was nearly 400 tons short of Messrs. H. Dalrymple and D. Gillies were also the carrying capacity she was stated to have, and on the faith of which the plaintiffs agreed to take mswer to a jurymun his Lordship said they would her and pay the amount stipulated. Instead of being able to do nine and a half knots on a con-Mr. McClymont observed that in a recent sumption of 12} tons of coal per diem, she would case special provision was made for the re- not have been able to do more than eight knots on that consumption. She did very little better on 15 tons of Cardiff coal per day. The claim follow that precedent in this case, as it promised for damages would be the difference between the was not a test younge, and the vessel was not sup. prisoner's pistol were empty for His Lordship said there was no call upon the shown they ought to have paid for a vessel of the 6th March, the vessel then being on her fifth to the fact that the pistols were not given up parties to do it, and he remarked that a common that speed and carrying capacity under ordinary The Colonial Secretary laid on the table jury had to try a case without any remaneration. circumstences. The particulars set out that Mr. Francis, after consulting with the rest of instead of the vessel doing 95 knots on 124 tons the legal gentlemon, said he had agreed with the of coal per day and 11 knots on 17 tons, the shortly furnish particulars of claim for short Attorney General to give the same terms that vessel was only mentioned once in the log to The minutes were read by the Acrine Clark had been agreed upon before, viz. that for the have attained a speed of eleven knots, and that OF COUNCIL. The first recommended votes of first day's sitting the jury should have the \$10 was under special conditions. As to her conper man allowed by law, and for every day after suming 17 tons of coal per day, the construction that they should have the same smount paid of her furnaces precluded her burning so much. Catholic Chaplain in the Gaol and the Civil them jointly by each party in any event, each Plaintiff paid on the charter \$6,750 per month for Hospital, \$3,000 for the time ball, \$1,200 grant side providing its half independently of which this vessel; it would be shown that a proper price way the case might be decided. On the previous to have paid for one of the speed and carrying The Colonial Secretary-I move that this occasion there was some mistake by which the capacity she turned out to be possessed of was only jury were overpaid \$10 each, receiving \$20 the \$5,750, \$1,000 less per month. The price paid for first day, the \$10 allowed by law, and an ad- the 24 months was \$162,000, with the exception of but I shall move it in a few minutes, and shall ditional \$10. That was a mistake, of course, and a deduction for 21 days during which the vessel have been some adverse circumstances on that was positive in his statement that the second was in dock, which would reduce it to 3157.275. The price they should have paid for the 24, season. The sixth voyage was from Shanghai He said the action was based upon certain months was \$138,000, and deducting the allow. to Foochow, thence to the Colonies with tea, and ance for the 21 days dockage from that, it was back to Shanghat. This was intended to be the ing capacity of the British steamer Hungarian, \$133,968, and this was \$23,307 less than they had tost voyage. (Letters to the captain requesting which the plaintiffs, who were then running a socually paid. From this againmust be deducted two him to make a quick voyage to Australia, even line of chartered steamers from this colony to per cent, commission which would have to bepaid with extra consumption of coal, were put in and elsewhere, and the amount left was \$22,841, which read.) No complaint was made by the captain or was the sum now claimed. The defendants' answer | chief engineer us to the quality of coal supplied to the petition admitted many of the facts therein for that voyage, (Engineer's and ship's log books | Lam Chun Sang, on the 5th inst. Kerberg and Co. The plaintiffs were George stated, but affirmed that the vessel was of the produced, giving the consumption of coal and Richard Stevens and Heratio Gay James, who speed on the coal consumption stated, and of the speed made, also an abstract furnished by Cap- defendant, who was an acquaintance of his. paid

faith of the representations with regard to the that the vessel should have a reputation for send any vessels elsewhere on the coast, but speed and carrying power of the vessel, and of speed, and be able to best other steamers on the witness had considerable experience of shipthe two things, spead was probably the more im- line. Of course he could not claim both for ping before. Witness's idea of a short voyage portant. There could be no question as to the damages for loss of profits and the difference of was one of about ten days, and he should would be but little viva coce evidence taken in authority for considering a voyage of ten days sequently complaints were made that the vessel the case. The bulk would be the written de bene a short voyage except that he believed that was diated the statements made. The vessel went before a commission in England. The Attorney ness arrived, and he did not know what atemers

kong to Australia via the Torras Straits, and betaken to it, and they would ask that the verdict | the charter was renewed, but it was always she arrived back on the 5th June. She was of the jury should be given subject to any points preferable to renew a charter to engagsupplied with Cardiff coal delivered direct from of law that might be reserved for his Lordship ing a new vessel because the officers were partner in the firm of George B. Stevens & Co. | good as regarded the failure of guarantees. On The third voyage lasted from the 8th October the plaintiffs in this case, and he ceased to be so to the 20th January, 1882, to the Australian ports on the 1st January, 1883. The firm was engaged | coal according to the augineer's log was 121 to a via Singapore, Java &o, and back, Cardiff coal in the carrying trade to Australia, and on the a day. That was not surrying out with the China coast. They had been engaged in that instructions, which were to make a good passer; business since 1878, and had chartered many steamers during that time. In January 1881. there was the neurl opposition of the Eastern and Voyage was owing to rough weather, and they Anstralasing S. N. Co., and they were looking gave the ship the benefit of the doubt. The out for a fast steamer to compete with the vessels instructions to the captain were to establish a of that line, the Menmuir, Tannadice, Canton, reputation for speed, but not to waste cael unless Killarney, &c. The firm chartered the Hungarian there was a ship to mee with. It was on the from Messrs. Arnhold, Karberg & Co., as agents strength of this voy in that he wrote the first for the ewners, through Mr. George Holmes, as broker. Mr. Holmes produced a memorandum that they would have to make a heavy of the particulars of the speed, carrying claim in respect of the ship's west of capacity, &c., from Messrs, Arnhold, Karbarg speed and especity. He had Co. and they had a good deal of correspondence. The carrying capacity was said to smount of cargo by the quantity of coal be 33,000 pionis, exclusive of 400 tons bunker she brought up from Australia on her return pace, and her speed 94 knots on 124 tons of voyage, after making allowance for light cargo. Cardiff coal per day, and 11 knots on 17 tons. A He could not estimate the quantity exactly. charter purty was entered into between his firm The coal was put in first, but it was pratty well and Messre. Arnhold, Kerberg. & Co. (duplicate sharter party produced). This was signed at cargo there would be. the same time. The speed and capacity guaranteed was for short voyages, and he should say that morning at half-past ton. would be answered by a voyage of ten days up the Coast of China, or to Nagasaki. He should consider a voyage from Nagasaki to Hongkong an extremely short voyage; it was about four days. By smooth water he should understand

ordinary weather at sea. The witness then gave particulars of the voyages of the vessel as mantioned by counsel in his opening address. He also produced the vouchers for the coal put on board and the contract notes for the purchase of the same. On her first three voyages she was sup- steward and cook of the American ship Lucon, plied with Cardiff coal, but not on her fourth and were again, brought up, on remand, upon the fifth. On her sixth voyage she coaled at Shang- charge of shooting at and wounding Mr. F. S. hai, with Cardiff coal. On her seventh voyage Hammond, the chief officer of that vessel nly a nortion of her coals were Cardiff, 70 tons. On her eighth voyage she had Cardiff coal. During the charter there were no complaints posed to call further evidence for the defence. either from the master or chief engineer as to he quality of the Cardiff coal. spoken-to-Captain Wise, Captain Allason, and conferring with-them Mr. Tollomy, the chief engineer, as to the vessel's . His Worship stated that he saw no reason quality of the Cardiff coal, but they used to! complain sometimes that the Australian coal not in opposition it would not be necessary to of the barrols it was evident that it had not been complaint that voyage as to carrying capacity His Worship remarked that the evidence was voyages. He got the letter at Takao, and sent because she was carrying light cargo, but there that the barrelwas dirty, but that it was unnumber of revolutions during the same period condition. He put it to his Worship that the

was 59. 60, and 61 . Witness did not communicate two pistels were never interfered with from the with Messrs. Arabold, Karberg & Co. at that time of the affray. He asked his Worship to tions of wind and weather under which the re- time. Her third voyage was not a test voyage. On believe the ovidence given on behalf of the corded speed had been made, nor the amount of the 5th January, 1882, he wrote to Messes. Arn. defence that the second prisoner did not fire hold, Karberg & Co., on the subject of the speed | at all. It wasquite natural that the first prisoner, and capacity, telling them plaintiffs would have hearing cries for help, from his fellow countryto put forward a heavy claim for shortcomings. man should go to his assistance, and it was The Attorney-General-And under certain Did not recollect whether that letter was replied equally natural that having heard firing he should to. He judged of her carrying capacity by the take means in his hands, namely, the revolver, cargoes of coal brought up from Australia. Al. for his own protection in case of necessity. His lowance had to be made for space for light cargo | Worship would observe that all the seamen exand passengers, but after making allowance for amined for the defence said that they would not the carried more coal. On the 30th January he wrote so, as they were afraid of being shot by the cominforming them the vessel was about to be sent to the presence of the pistol in the hands of the Nagasaki on a test voyage and would return with a full cargo of coal to test her dead weight capacity. He told the captain he was going on a test voyage and was to fill up. She brought down a cargo of Takasima coal-1,622 tons. (Bill of prisoner was that of the man (alluding to the lading signed by Captain Allason produced). In complainant) who said he did not fire a single addition to that she had 890 tons of coal in her bunkers for her own use. The 1.622 tons turned out 1,676 tons. Witness saw her when she came in she was very deep. Did not remember whether she was down to her Pilmsoll mark. She ought to have carried 300 tons more than she did; in holds and bunkers she should have carried 2,364 tons. She was in fact 5,000 piculs less capacity than she had been represented to be. and that was the present complaint. She could not have a more favourable cargo for testing her on the peop could be correct. Otherwise how carrying capacity than coal. The fifth voyage was it possible that only three chambers of first plied with Cardiff coal. The charter expired on voyage, and witness renewed it under the option until the Police went on board in the evening, provided and at the same time gave notice to after the lapse of several hours. He would not Messre. Arnhold, Karberg & Co. that he would say that the chamber had been refilled, but the shortly furnish particulars of claim for short possibilities of the case must be taken into concarrying espacity and speed. On the 17th March he again wrote to Messrs. Arnhold, Karberg & Co handing them the steamer's accounts and again informing them of the claim for short carrying capacity and speed, which, however. they could not then make up. The letter referred to the previous voyage from Foochow to Australia when he gave instructions to the Captain both prisoners for trial. The evidence against to get all the speed he could out of the vessel on the first prisoner was direct; that against the the consumption of coal mentioned in the charter, but saying that as there might possibly occasion they would give her another trial next, prisoner had incited the first prisoner to shoet

acted as broker to Messrs. Arnhold Karberg the charter party was entered into, they would letter from Messrs. Arnhold, Karberg & Co, in son on the pretence of doing various supering has already authorised the expenditure of \$1,255.73 The result of the correspondence that took Mr. Burrell if he was at that time the relative put in enclosing a letter on the subject pix months hard labour.

for the jury first whether the reseal was Cale letter declined to allow any claim.

acquainted with the trade. When the charter of the Hungarian was renewed he cal-G. James said he was formerly a culated that the plaintiffs' claim would hold the first passage to Australia the consumption of and burn the full amount of soal if necessity. The captain said the failure to make a qui letter to Messra Arabol L Karberg & Co. stating idea that she was not carrying her proper known when the cost was put in what light

At this stage the case was adjourned until this

POLICE COURT. 10th December.

BEFORE ME. A. G. WISE.

Ching Kwai and John Awo, respectively the

Mr. Caldwell again represented the prisoners Mr Wise asked Mr. Caldwell whether he pro-Mr. Caldwell replied that he had several more Witness had witnesses, but he had not had the o portunity of

want of spead. After every voyage there were, from the evidence for the defence so far as it complaints. On none of these occasions did the had gone, to alter his determination to commit explain or chief engineer complain as to the the prisoners for trial at the Supreme Court. Mr. Caldwell then addressed the Bench, and said that he thought he should be wanting in his Foochow and Shanghai. The vessel's bottom was was dusty. On the voyages from Australia duty to the second prisoner if he did not nowask cleaned, she was supplied with Cardiff coal, and to China she always had Australian coal. His Worship to dispose of the case as regarded him He did not think he had ever seen an entry in Court. The evidence so far as this man was 16 tons the log book as to the coal. The first voyage concerned went to show that he was not actively instructions to make extraordinary speed. He and wounded. The only evidence against him made no complaint at the end of that voyage, was that of the opplainant, who said the second ning in apposition to another steamer to get all local evidence there was the silent but most rollthe speed he could out of the vessel on the quan, shie testimony of the pistol. The weapon was tity of coul named in the charter party, but if delivered up fully loaded, and from the condition

Mr. Caldwell said there was very much doubt plainant. That would sufficiently secount for second prisoner. As regards the first prisoner, Mr. Caldwell said he felt he must reserve his defence. He would ask His Worship to remember that the only testimony against the second shot in the cabin and that he only fired three shots in all, while the other witness produced for the presecution destinotly said he heard three shots in the saloon. If that were the case how could it be said that the complainant did not fire at all? His theory was that the chief officer must have fired one shot at least, in the saloon, for if another had been fired by the first prisoner. it was impossible that the complainant's statement that he was fired at by the first prisoner

Mr. Caldwell said that the probabilities were, however, judging by the fact that the one revolver was left with those chambers discharged. that the other had also been left in its original

His Worship said that he felt he must commit second prisoner was not so strong, but was sufficient to warrant his committal. The second officer the complainant. Both prisoners were then formally committed

for trial at the ensuing Criminal Sessions. BEFORE ME. H. E. WODEHOUSE

A DISHONEST VISITOR.

Cho Fung Chi, fortune teller, was charged with stealing \$6, the property of a priest named The complainant lives in Cap-street, and vessel did not attain the speed stated under the The average coal consumption on that voyage bedroom and took \$6 out of a box. He admitted the theft when taxed with it some time afterwards, and promised to repay the money, but

> never did so. He had been in gaol for a year on a previous. occasion for getting money out of a foolish perpret things for him, and he was sentenced to

Chun Ashent shop soulis was sharped with

THE ALLEGED CASE OF BODDING A-BLIND Chen A I, widow, was brought up, on remand

on the charge of being concerned in stealing a silver hairpin from the person of a blind woman, named Ho Akin, on the 5th inst. It will be remembered the blind woman alleged. that defendant was her leader, and on her representations she went to a house on an agreement for singing, but when she got these she was seized by two or three men, who attempted to gag her, but her cries brought assistance, and she was only robbed of a hairpin. When the ON PARI woman went to the Station to make her complaint, her hair and clothing were disordered na if she had had a violent struggle, and she was | OR BOMBAY. -Bank, 3 days' sig'it ... 223 wearing only one earring. The other was found ON CALCUTTA. Bank, 3 days' sight ... 223 at the house where the robbery was alleged to ON SHANGHALhave taken place.

There was no evidence against the defendant, and she was discharged. EVIL INTENT.

ing been found in house No. 47, Bonham Strand, for an unlawful purpose, on the 7th inst. The defendant went into the next house to that on fire ou Sunday night, and was caught remov- China Traders' Insurance Company's Sharesing the effects inside. He had no authority to do . \$64 per share. so, and he was given into oustody. As he alleged North China Insurance—Tls. 285 per share. the house, and was working for them, Inspector share. he was unknown to any of the amployes.

his good behaviour for six weeks, and in default committed for a fortnight. UNLAWFUL POSSESSION. Li Afat, hawker, was fined \$10, and in default Hongkong Fire Insurance Company's Sharescommitted for six weeks' hard labour, for un- \$365 per sbare, Sellers-

the 10th inst-Amuk, missed a large quantity of young canliflowers on the 8th inst., and again yesterday Hongkong, Canton, and Macao Steinboat Co.'s morning as soon as he got up. He went to the Shares—\$33 per share premium. Western Market, and there met the defendant Indo-China Steam Navigation Co.'s Shareswith a basket containing 30 of his young plants. The man called a witness to speak to his bond fides, but the witness denied all knowledge of

LATE TELEGRAMS.

The following telegrams are taken from Queensland papers received yesterday per steamer Naples :-

LONDON, 6th November. The following is the result of the Liverpool Autumn Cup, which was run for to-day;-Goggles

LONDON, 10th November. An exhitition is to held at the Alexandra Palace in 1885. Colonel Sandford is chairman of the committee of management. LONDON, 11th November.

The crofters in the Isle of Skye, who have for some time past been keeping up an agrarian agitation, have now assumed a very defiant Pope Lee XIII. has stated that he rejoices at the progress Catholies are making in

The British Association for the Advancement of Science has decided to hold its annual meeting at Birmingham in 1896. The meeting in the following year will probably be held at

LONDON, 12th November. The Kolonialo Bank at Amsterdam has auspended payident. Colonol Warren, who has been ordered by the Imperial Government to proceed to the Cape in order to check the aggressions of the Boers in

Bechuanaland and Stellaland, sailed to-day with

the troops under his command. London, 14th November. The First Lord of the Admiralty will make its statement in the House of Lords on Thursday with regard to the condition of the English pavy, and announce the plans matured by the Govern ment for increasing the haval strength of the

CHINESE RISING IN DUTCH WEST

BORNEO. The Strate Times, in its Notherlands India news, 82ys :- Fullor particulars of the Chinese rising at Mandor. 24 hours rowing up stream from Pontianak, show, that it was accompanied by murder of Government officials, and by last accounts was spreading so rapidly that reinforcements from Java were auxiously awaited at Bontianak, where, notwithstanding every available procention against an outbreak, such inscourity prevailed, that the S lak, a man-of-war stationed off the town, was kept continually on the slert, with her fires banked up and cannon loaded, ready at the least sign of disturbance to batter down the China Camp, the garrison being moreover so few that no troops could be spared for a reconnaissance to Mander. This district was held by a Chineseassociation styled the Lanfong Kong-800, composed of the Kheh or Hakka clan under a headman or kapthai, almost all of them belonging to a secret anciety termed the Sam Chan-Fui or Three Finger Society. When the Chiness kongsees in West Bornec were put down by force 30 years ago for rebellion, the Langfong was the only one spared, it being allowed home rule for its fidelity to the Dutch Government and its important services in furnishing supplies. labourers, and guides during the troubles, under direction of the then Kapthai, who, in consequence, was authorised by way of regard to govern the Kongsee, exercise police authority within certain limits, and levy taxes. Six years ago. the Government determined that these exceptional privileges should last no longer than the Kapthai's lifetime; hence, on his death two months ago, the Resident of the west coast of Borneo, with the sanction of Government, at once took measures to annex Mandor and break up the Kongsoe, with results thus set forth by

the local authorities in an official report Since the 3rd October, when, without the least resistance, the management of the Lanfong kongsee was coremoniously taken over in the name of Government, none but satisfactory in Hongkong telligence regarding the course of affairs in Mandor was received, and after the controller stationed there had besides reported, under date 20th October, that on a journey from Sungie Pingu, overland to Mandor, he had everywhere met with a cordial reception from the Chinese, the opium farmer, in the forencon of the 24th October, brought word to the Resident that serious events had happened in Mandor. Shortly afterwards a trustworthy native brought the same tidings with further details. Though nothing further was listed that day, and the Chinese headmen at Pontianak attached no belie to the intelligence, especially when several of them going by boat up the Mandor river found out that persons living on both banks of that stream knew nothing of disturbances at Mandor, the Resident made preparations on the morning of the 25th to steam towards Mandor with several officials and 30 soldiers, but this intended voyage could not be carried out owing to the receipt of advices from Mampawa announcing that Mr. J. C. Ryk, the controller, along with four or five policemen, had been murdered at Mandor. At half-past ten in the forencon the Resident, with the military commandant, several officers, and fifty privates started for Mampawa in a man of war in order, from thence, to proceed overland to Mandor. A message forwarded by him on the next day (26th October) and received at Pontianak in the evening, stated that, according to tidings from Benkayang, the rising had become formidable and extended to Prigi. On the same evening a convict was brought to Pontianak who had been found drifting in the Mandor river, and who affirmed that he was present at the murder of Controller Ryk. According to him the unexpected attack on the Controller's house took place on the 23rd October, at 8 o'clock in 'the morning; the Controller when sitting at table being killed by a shot fired at him from outside. At Pontianak, as many precautionary measures as possible were taken to prevent disturbance among the numerous Chinese resid-

ing there, who so far, however, kept quiet. Trioycle-riding has grown to he a very popular partime with the Maharajah of Mysore, and, consequently, with His Highness's entourage. A TYATURAL GERMAN SELTZER photograph was recently taken of the Maharajah, impanted on his favourite machine, and surround. ed by some ton or a dozen European and native ben, in Cases of 8 Dozen Pinte, \$8.50 per Case. gentlemen devoted to the healthy, if not very

COMMBRUIAL INTELLIGENCE. ----WEDNESDAY, 10th December.

Quotations are :--Patna (Now) \$6021 to \$605 per bhast Patin (Old)\$570 # Bennies (New)\$5924 to \$5983

EXCHANGE. On London. Bank Bills, at 30 days sight. 3/64 Documentary Bills, at 4 month? Bank Bills, on demand Cralits, at 4 months sight

SHARES. Ho Achak, carpenter, was charged with hav- Hongkong and Shanghai Bank Shares-116 per cent. premium. Union Insurance Society of Canton, Limited-5460 per share, ex div.

Perry took him there, and made inquiries, but | Chinese Insurance Company, Limited -3175 per share, ex div. Ordered to find two sureties of \$10 each for per share. share, Buyers.

lawful possession of 30 young cauliflowers on China Fire Insurance Company's Shares-368 per share. Sellers. A gardener at Lap Sap Wan, named Ip Hongkong and Whampon Dock Company's Shares 18 per cent. prem., Buyers.

> China Sugar Refining Company, Limited-106 per share. Bellers. China Sugar Refining Company (Debentures)-Lusen Sugar Refining Company, Limited -\$70 per share, Sellers. Hongkong Ice Company's Shares-\$1424 per

Hongkong and China Bakery Company, Limited ---\$110 per share. Perak Tin Mining and Smelting Company -\$20 per share. Selangor Tin Mining Company-\$10 per share. Perak Sugar Cultivation Company-Tls. 25 per Hongkong Rope Menufacturing Company, Li-

mited-\$60 per share. Chinese Imperial Loan of 1881— per cent. dis. -----

(FROM Masses, Pascover & Co.'s Request.) Cherimotuele:-- 1 F. Miron aleffanne ann annen mennen in angingen. Cherspigneter - \$ Fall er albanendenne senengangen angentin .. Charge inches - Vales of the said was a series of the said

10rs to 15rs DECEMBER, 1981. RIGH WATER, DOW WATER Langkona

The district of moun sendown has been distorment at 1.39

RROISTER.

Windles 30,14 10th December, 1884.

at . 10 A . M . . .

W. DOBERCK. Hongkong Observatory, 10th December, 1884.

METSOROLOGICAL REGISTER.

On date On date at 10 a.m at 4 p.m. at & p.m. Direction of wind ... Force of wind

1. -Banomere a reduced to his degrees following and to the level of the sea in luches, tenths and hundredths. Fabrenheit. 3.—Howevery to percentage of esturation, the humidity of ear exturators with meisture being 1.10.

4. - Branches or sun Wind to two points.

W DOBERCK.

BTEEL PENS GOLD MEDAL PARIS. 1878. Bold by all

WATER. Hongkong, Slat January, 1883,

BERTINATION

SHANGHAI

SHANGHAI

SWATOW

TO BE LET.

TO BE LET.

OPIUM. Malwa Now) . 3530 per plent, allow of 14 to

Bank Bills at 4 months' sight 374 Credits, at 4 months' sight..................................3/71

he was acquainted with some of the coolies in | Xangtsze Insurance Association-Tis. 1371 per On Tai Insurance Company, Limited—Tls. 1-48 Canton, Insurance Office, Limited-\$875 per

30 per cent. discount. China and Manila Steamship Company, Limited -30per cent. discount. Defendant said the witness had forgotten Douglas Steamship Company, Limited-Par, nominal. Hongkong Gas Company's Shares \$90 per

Hongkong Hotel Company's Shares-\$120 per

HONGKONG TEMPERATURE. "beem miles-il v.w. . Wat nathing Thems. moter—4 P.M. . Wet bath)....... Chermomotor - Maximum

harmonetes. Males a rever might HONGKONG TIDE TABLE.

તી ભાગમાં ત ft, in.

and the fare-water Ordinary Asriag-Toles, to waich datum - he heights in these Palsies we referred, as 5.5-5 feet above The heights in the Public morked with a minus (---) sign are below fore-Water Octioner Spring-Piles, 114 though by subtraction with the court war great where,

-CHENA COAST METEOROLO HOAL 9th December, 1984.

- NAS 3 - 5 -

The Berometer is steady along the Coast. The Humidity has gleen, but the atmosphere is still very day. Gradients indicate moderate N.H. winds. The depression announced yesterday has appresched Luzon. A oderate gale from the North early this morning is reported from Bolingo.

L.—Force or was Wish to two points.

6.—State or was Warren: B. blue ex; C. detected clouds; D. drixtling rain; h. og; G. gloomy; H. bail; L. lightning; D. overcase; P. passing showers; Q. squally R. rain; S. encw; T. thunder; Y. rishbility; W. dew (wet).

7.—Rev in inches, tenths and hundredths.

Hongkong Observatory, 10th December, 1881

Stationers and Dealers. "LEONHARDI QUELLE!

Bottled at the Selfzer-Spring near Gross Kar-PUSTAU & Co., -Sole Agents.

VESSELS ADVERTISED AS LOADING. FOR PREIGHT APPLY TO VESSEL'S NAME CAPTAIN.

On or about 10th inst. HAVRE AND HAMBURG. &c... Biemsson & Co. Hosperia (str.) On 13th inst., at 5 P.K Russell & Co. HAVRE AND HAMBURG, &c... | Cascapedia (str.) Hongkong Quick desputch. HAVRE AND HAMBURG Carlowitz & Co. Hockelman Hongkong Quick despatch. Arrihold Karberg & Co. HAVRE LONDON &c..... Binge Hongkong Carlowits & Co..... Quick despatch. Hongkong LONDON & HAMBURG On 13th inst. Butterfield & Swire ... LONDON VIA SUZZ CANAL Cyclops (str.) Jardine, Matheson & Co. Glenoaglas (str.) On or about 19th inst LONDON VIA HURS CANAL Gasson. On or about 18th inst. LONDON VIA SURE CANAL. Gibb. Livingston & Co. Benledi (str.). Thompson On 16th inst.; at Noon. Messageries Maritimes : MARSEILLES VIA SALGON &c. Sindh (str.) Quick despatch Wandering Jew Russell & Co..... Hongkong On or about 22nd inst. Adamson, Bell & Co... NEW YORK VIA SUEZ CANAL ... Westmeath (str.) ... Quick despatch. SAN FRANCISCO Russell & Co...... Hongkong On 13th inst., at 3 P.M. SAN FRANCISCO VIA Y'HAMA O. & O. S. S. Co. Oceanic (str.). VICTORIA, B.C. Quick despatch. Russell &Co..... Nanaimo Quick despatch. Russoll & Co. Barstow On 24th inst, at . P.M. SYDNEY & MELBOURNE, &c. Maumuir (3hr.).. Holms On 14th inst. Day light Butterfield & Swire ... PORT DARWIN, &o. Woosung (str.). Hunt-Hongkoug Jardine, Mutheson & Co. On 18th just, at 3 P.M. CALCUTTA YIA STRAITS. Wingsang (dr.) St. Croix On 13th inst, at 4 P.M Gibb, Livingston & Co. ... YOKOHAMA AND HIOGO Benarty (str.) Hongkong On 13th inst., at 4 P.M. Russell & Co. YOKOHAMA AND HIOGO Cimbodia (str.). Hongkong P. & O. S. N. Co.... To-day, at Noon. YOKOHAMA VIA NAGASAKI, &c. Toheran (str.) Hongkong SHANGHAI To-day, at Noon. Ningpo(str.). W. Potts Siemssen & Co. Hongkong To-day, at 4 P.M. Favew (str.) Berfoot

Hongkong!

Hongkong

Illia pala a back FOR SHANGHAL HE Steamship

Hogg.

P.YO. 27, ELGIN TERRACE. "NINGPO," OFFICES No. 2. DUDDELL STREET. Captain W. Potts, will be despatched for the HOUSES in Spring Garnens, Moderate above Port TO-DAY, the 11th instant, at NOON. GODOWNS, in FLETCHER'S BUILDINGS. For Freight or Passage, apply to GODOWNS, at WANCHAL! SIEMSSEN & Co. Apply to Hongkong, 10th December, 1884. LINSTEAD & DAVIC

Fooksang(str.)

Fekien (str.)

Heotor (str.).

Hongkong: 28th November, 1884. 11:47. STEAM TO YOKOHAMA, VIA NAGA-TO LET. SAKI AND KOBE. (Passing through the Inland Sea.) HOUSE No. 8, LADDER STREET TERRACE. FIRE P. & O. S. N. Co.'s Steamship "TEHERAN," Apply to: will leave for the above place TO-DAY, the A. DE AZEVEDO,

No. 55, Graham Street 11th December, at Noon. Hongkong, 9th December, 1884. A. McIVER, Superintendent. Hongkong, 28th November, 1884. HOPS on Queen's Boad Front of 18, Bank Buildings, opposite Hongkong Hotel. FOR SHANGHAL Also Two large Front Rooms communicating.

and a Back Robin, together or apparately, on 1st (Taking Cargo and Passengers at through rates Floor, entrance from Wyndham Street. for Nindpo, Chresoo, Tientsin, Newchwang, Also Buck Room on the 2nd Floor. HANKOW and Ports on the YANGTOZE). M. J. D. STEPHENS. FIRE Steamship Solicitor, 18, Bank Buildings. Hongkong, 10th September, 1884. "FUYEW."

Captain Barfoot, will be despatched for the TONGKONG WHARF & GODOWNS above Port TO-DAY, the 11th instant, at Goods received on STORAGE at Moderate For Freight or Passage, apply to Rates, in First-class Godowns. RUSSELL & Co. Hongkong, Sth December, 1884. Entire GODOWNS to be LET MHYER & Co. DOUGLAS STEAMSHIP COMPANY.

LIMITED.

FOR SWATOW.

"FOKIEN

COMPANY, LIMITED.

FOR SHANGHAL

HOW, and PORTS on the YANGTSEE).

DOUGLAS LAPRAIR & Co.,

General Managers, ...

General Managers.

Hongkong, 3rd March, 1881. TO LET. TO, 41 GRAHAM STREET. THE Company's Steamship Nos. 7 and 8, SEYMOUR TERRACE. Nos. S and 4. PEDDER'S HILL. No. 18. HOLLTWOOD ROAD. Captain Harris, will be despatched for th No. 258, PRAYA CENTRAL. above Port TO MORROW, the 12th instant,

at DAYLIGHT. DAVID SASSOON, SONS & Co. For Freight or Passage, apply to Hongkong, 3rd December, 1883. TO LET. Hongkong, 1954 December, 1884. BONHAM ROAD. INDO-CHINA STEAM NAVIGATION . The PREMISES lately occupied by Messrs. SAYLE & Co. (" Victoria Exchange") in Queen's Rost with Dwelling-house above and Godown

on Ground-floor. To be let either in conjunc-(Taking Cargo and Passengers at through rates tion with Store or separately. Possession from for Chegoo, Tientsin, Newchwang, Han-1st November next: Apply to THE Company's Steamship— H. A. WOOLNOUGH, Howeken z 1-Mh October, 1995.

Apply to

Hongkong, 5th December, 1884.

Hongkong, 1st July, 1881.

MIE British Steamer

Board, or to

Apply to

Connage 286 Gross, 166 Nott.

Rests, Extra Cloth, &c., &c.

Hongkong, 5th November, 1834.

Hougkong, 11th November, 1884.

FOR SALE

"MONOPOLE"

CARLOWITZ & Co.,

Solo Agents:

Heidsirck & Co., Reims.

FOR SALE OR CHARTER.

"WILL OF THE WISP."

Hongkong, 2nd December, 1884. . [234

Borroughes & Watt's Solid Manogany

BILLIARD TABLE; Complete with

Cues, Pool, Pyramid, &c., Balls, Marking Board,

Just arrived Per. "GLENFALLOCH."

FOR SALE.

TATINE RVA - BRUNNEN

A Delicious Natural Mineral Water.

In Cases of 96 Pints at \$7.00.

FOR SALE

AT WHOLESALE PRICES.

ACCONE'S SHERRY Bottled by Sir

MANZANILLA.

In case of 1 dozen quarts.

LIGHT DRY

ALE, Bass & Co., PALE-Qts. and Pts.

TOUT, GUINNESS'S EXTRA-Qts. and Pts.

FOR SALE. L.

CHAMPAGNE, 1880, WHITE SEAL.

\$19 per case of 1 dozen quarts. \$20 per case of 2 dozen pints.

GRAND VIN OHATRAU LEOVILLE.

\$24...... per once of I dozen quarts.

CHATHAU LAROSE.

\$12..... per onse of I dozen quarts.

PONTET CANET.

PALMER MARGAUX

... per case of 2 dozen pints.

SIEMSSEN & Co.

\$9.50 por one of I done quarts.

\$7.50 per case of 1 dozen quarts

LORMONT.

ALSO

WINES AND SPIRITS

85.....per case of 1 dozen quarts.

\$6.....per case of 2 dozon pints.

CUTLER PALMER & Co.'s

Hongkong, 1st January, 1884.

Hongkong, 21st Vovember, 1884

W. G. HUMPHREYS & Co.,

HEIDSIECK'S

Bank Buildings,

Sole Agents for China.

LAGER BIER-Pts. and Qts.

FREDERICE PERKINS, LONDON.

LANE, CRAWFORD & Co.

48 Quarts at \$6.00.

RUSSELL & Co.

FOR SALE.

PUSTAU & Co.,

"FOOKSAING." Captain Mark will be despitated as above TO MORE W, the 12th instant, at NOON. TO BEE. For Freight or Passage, apply to JARDINE, MATHESON & Co.,__ BOOMS in Caus Champing. Apply to Hongkong, 9th December, 1894. DOUGLAS LAPRAIK & Co Hongkong, 1st Fabruary, 1882.

GCEAN STEAMSHIP COMPANY. FOR SHANGHAT DIRECT. U.V SALE. (Taking Cargo and Passengers at through rates for Ningpo, Chefoo, Newchwang, Tientsin, FOR SALE. HANKOW, and Ports on the YANGTSEE.) HE Company's Steamship PORTLAND CEMENT "HECTOR"

Captain Batt, will be despatched as above LINSTEAD & DAVIS. TO-MORROW, the 12th inst., at FOUR F.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 9th December, 1884. MPAGNE OCEAN STEAMSHIP COMPANY. 'MONOPOLE SEC" (DRY).

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship "CYCLOPS." Captain Jaco, will be despatched as above on SATURDAY, the 13th instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hougkong, 8th December, 1884. Classified at Lloyds 100 A. I. Registered UNION LINE.

For Particulars, apply to the CAPTAIN on FOR HAVRE AND HAMBURG. VIA SUEZ CANAL. TITHE Steamship "CASCAPEDIA" Captain Frasar, will be despatched for the above

Ports on SATURDAY, the 13th instant, at FIVE P.M. For Freight or Passage, apply to RUSSELL & Co., Hongkong, 4th Docember, 1884.

FOR LONDON VIA SUEZ CANAL. THE Steamship "GLENEAGLES." Captain Gasson, will be despatched as above

on or about the 13th instant. This Steamer has Superior Accommodation for Passengers, and carries a Doctor and a Stewardess. For Freight or Passage, apply to JAKUINE, MATHESON & Co., Hongkong, 2nd December, 1884.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG, AND CALCUTTA.

HE Company's Steamship " WINGSANG," Captain St. Croix, will be despatched for the above Port, on THURSDAY, the 18th inst., at THEBE P.M. This Steamer has superior First Class Accommodation specially constructed to meet the requirements of tropical climates: For Freight or Passage, apply to

General Managers. Hongkong, 9th December, 1884. FOR LONDON, VIA SUEZ CANAL. HE Steamship

JARDINE, MATHESON & Co.,

"BENLEDI." Captain A. W. S. Thomson, will be despatched for the above Port on or about 18th inst. For Freight or Passage, apply to GLBB, LIVINGSTON & Co. Hongkong, 5th December, 1884. [227-FOR NEW YORK, VIA SUEZ CANAL.

HE Steamsldp "WESTMEATH." Stonehouse, Commander, will be despatched for the above Port, on or about the 22nd instant. For Freight or Passage, apply to -ADAMSON, BELLIA Co., Agents. Hongkong, 6th December, 1884. [2283] the Philippines Straits Settlements, &c., &c.

FOR HAVRE AND HAMBURG. VIA SUEZ CANAL.

Douglas Lapraik & Co... To-morrow Daylight.

Jardine Matheson & Co....

Butterfield & Swire

TO BE DESPATCHED

To-morrow, at Noon.

To-morrow, at 4 P.M.

HIHE Steamship "HESPERIA." Captain Wagner, will be despatched for the above Ports on or about the 10th December. For Freight or Passage, apply to SIEMSSEN & Co.

Hongkong, 6th November, 1884. FOR HAVRE, AND HAMBURG. THE A I German Bark

Hockelmann, Master, will load here for the above Ports, and will have quick despatch. For Freight, apply to CARLOWITZ & Co. Hongkong, 9th December 1884.

FOR HAVRE, LONDON, AND

HAMBURG.

THE 3/9-L II German Bark " HYDRA." Binge, Master, will load here for the abov Ports, and will have quick despatch. For Freight, apply to ARNHOLD KARBERG & Co. Hongkong, 23rd October, 1884.

FOR LONDON AND HAMBURG FIHE A I German Bark Gille, Master, will kend here for the abov Ports, and will have quick despatch.

CARLOWITZ & Co. Hongkong, 2nd December, 1884 2246 FOR NEW YORK. 3/3 L II American Ship "WANDERING JEW." Talpey, Master, will load here for the above

For Freight, apply to

Port, and will have quick despatch. For Freight, apply to RUSSELL & Co. Hongkong, 25th October, 1884. ... | 2019 FOR SAN FRANCISCO.

THE 3/8 L H British Ship. HONOLULU." Edgett.-Master, will load here for the abev Port, and will have quick despatch. For Freight, apply to RUSSELL & Co... Hongkong, 27th October, 1884.

FOR VICTORIA, B.C. TATHE 3/3 L IT British back "NANAIMO," Dodd, Master, will-load-here for the above Port,

and will have quick despatch.

For Freight, apply to "RUSSELLL & Co. Hongkong, 27th November, 1884. FOR HUNOLULU.

/THE American Bark "CEYLON." Barstow, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

RUSSELL & Co. Hongkong, 5th November, 1884. ATOT RESPONSIBLE FOR DEBTS

Neither the Cartains, the Agents, nor the OWNERS, will by RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour :-ADELE, Ger. bark, H. Schumseker.—Captain. CEESCENT, Am. bark, Ruland.—Arnhold, Karborg & Co. CHANNEL QUEEN, Brit. bk., W. Le Lacheur.-Ed. Schellhass & Co.

Doris Ger. str., W. Zerrahn.—Siemssen & Co. EMILY, Brit. bark, W. Crichton.—Captein. GEECIAN, Am. ship, A. H. Dunber.—Order. HELICON Am. ship J. B. Howes.—Arnhold, Karborg & Co.

H. C. SIBLEY, Am. bark, Fowler.—Captain. HONOLULU, Brit. ship, H. Edgett.—Captain. HYDRA, Ger. bark, C. Binge.—Siemssen & Co. IMPERIAL, Am. ship, J. E. Crosby.—Captain. JOHANNA, Ger. bark, F. H. Bannan. - Carlowits K. DAVENPORT, Am. ship, Howland.-H. & W.

MOUNT LEBANON Brit. bk., H. Nelson .- Aruhold. Karberg & Co. P. N. BLANCHARD, Am. ship, F. L. Oakes,-SEA SWALLOW, Brit. bk., Maher.—Order. THREE BROTHERS, Brit. bk., H. Kahleke-

WINTER TIME TABLE. THE KOWLOON FERRY.

STEAM-LAUNOR

MOBNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:-This Time Table will take Tfeet from the 1st November, 1884. WEEK DAYS. * Leaves LOGYOR Hongkong Rowloon 7.00 a.m. 6.00 a.m. 0.00 9.00

Hongkong 12.00 NOON 12.30 1 .30 F.M. 1.00 P.M. 1.00 P.M. 12.45 P. H. 1.30 2.00 2,30 3.20 8.50 4.30

The above Time Table will be strictly adhered to except under unavoidable circumstances. - Incase of stress of wheather due notice will be given of any stoppages. THINA OVERLAND TRADE REPORT COMMERCIAL JOURNAL for CHINA, JAPAN,

4.50

Published at the Office of the Hongkong Daily Press on the Morning of the Departure of the English Mail. contains the LATEST AND FULLEST TRADE INTELLIGENCE, REPORTS OF MEETINGS OF COMPANIES: THE LATEST TELEGRAMS

together with the

POLITICAL AND GENERAL NEWS

TO JAPAN, THE UNITED STATES, MEXICO. CENTRAL AND SOUTH AMERICA, AND EUROPE; THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING

VESSELS ON THE BUILTY.

SHIP COMPANY.

TAKING CARGO AND PASSENGE

STEAMERS. THE Steamship "OCEANIC," will hama, on SATURDAY, the 18th December, 18th instant. at THREE P.M. Connection being made at Yokohama with Steamers from Shanghal and Japan Ports: All PARCEL PACKAGES should be marked to

Company's Office until Five r.m. the day pre- due here to-day. vious to sailing. RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco gapore on the 5th, and is due here on or abou for China or Japan (or vice versa) within six the 13th inst. months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and

Consular Invoices to accompany Cargo desthe Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Agency of the Company, No. 50a, Queen's Road Central. F. E. FOSTER, Agent.

Hongkong, 1st December, 1884. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, CO. LOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES. AND PORTS OF BRAZIL AND LA PLATA

LONDON AND ANTWERP. BORDEAUX, LE HAVRE, AND DUNKIRK.

IN TUESDAY, the 16th day of December 1884, at Noon, the Company's Steam ship "SINDH." Commandant Such, WAILS. PASSENGERS, SPECIE, CARGO, will leave this Port for the above

Cargo and Specie will be registered for Lonlon as well as for Marsailles, and accepted in transit through Marseilles for the principal claces of Europe. Shipping Orders will be granted till Noon Cargo will be received on board until 4 P.M. Specie and Parcels until S. P.M., on the 15th December, 1884. (Parcels are not to be sent on board: they must be left at the Agency's Contents and value of Packages are

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX,

Hongkong, 5th December, 1887. STEAM COMMUNICATION TO WESTERN AUSTRALIA.

THE WEST AUSTRALIAN STEAM-I SHIP COMPANY'S Steamer "NATAL" J. Wood, Commander, under engagement with the Straits and Western Australian Governments, is expected to leave Singapore for Fre-

mantle, calling at Batavia, Rochuck Bay, Cos sock, Sharks Bay and Geraldton, as notified below :-PROPOSED TIME TABLE. Bay, Cossack, Rosbuck Bay, and Butavia:

18th 2nd 13th 18th 28th 11th 2nl Arriving at Singapore. 4th 19th 29th 4th 14th 28th 19th April May June Aug. Sep. Oct. Don the Mails, &c. Leaving Singapore, calling at Butavia, Rabbook Unregistered Letters containing Jewellery, &c., Bay, Cossock, Shares Bay and Goral lton.

and, where Registration has been neglected, will make no enquiries into alleged losses of such 12th 24th 1st 10th 20th 5th 21st April May July Aug. Sop. Nov. Doc. Arriving at Fremantle. 80th 11th 16th 25th 8th 39th 8th April June July Aug. Oct. Nov. Jan. The "NATAL" has a remarkably fine Sploon, and also excellent accommodation for

Second and Third Class Passengers. For Freight and Passage to the above and other Australian Ports, apply to MCALISTER & Co.,

Singapore 5th February 1884.

FOR SALE. AND R. TENNENT' ALES and DAVID CORSAR & SONS' Merchant Navy

Navy Boiled CANVAB Long Flax Crown ARNHOLD, KARBERG & Co. Hongkong, 11th May, 1867.

NOW ON SALE. IMPERIAL QUARTO.

MANGLISH AND CHINESE -DICTIONARY WITH THE PUNTI AND MANDABIN PRONUNCIATION. An Anglo-Chinese Dictionary, published at the Daily Press Office, Hongkong.

For comprehensiveness and practical service

this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to ocin to express the numerous ob-WILLIE, Brit. 3/m. schooner, O. Alin .- Moyer | jects in machinery, photography, telegraphy. and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in extenso. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best Post Cards, each principle hitherto attained. The typography Books, Patterns, and Commercial? 2 Cents. displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness, not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore churacterized Chinese publications.

> following facts are submitted for consideration: Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilat this work contains more than 50,000 English other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as be prepaid either in Imperial or in Hongkong

To illustrate the vast scope of the work the

the work is so complete, that a reference to its (one penny). pages enables a person who understands English (3.) The same privileges apply to letters adto communicate effectively with natives who dressed to the Private and Non-commissioned understand nothing but Chinese. In this respect Officers named above.

the work will be found indispensable to all (4.) The letters must not exceed half an ounce. Europeans residing in China, and to the natives No handkerchiefs, jewellery, &c., can be sent themselves it explains subjects fully with which even with the ends open: very few indeed of them are perfectly acquainted. 5.—If from a Soldier or Sailor his class and To parties resident in England and interested description must be stated in full on the letter n China it cannot but be invaluable occasion- the cover of which must be signed by the Com,

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies. LONDON: The "Trade Report" has a large circulation TRUBNER & Co., 60, PATERNOSTER ROW. HONGKONG: in Hongkong, the Ports of China and Japan,

MAILS EXPECTED.

OCCIDENTAL AND ORIENTAL STEAM-THE AMERICAN MAIL. The O. and O. stenmer Arabic, with the next American mail, left Yokohama on the 9th, and may be looked for here on or about the 14th

The P. M. sten ner City of Rio de Janeiro, with the succeeding. American mail, left San Francisco on the 22nd November, and may be expected here on or about the 22nd inst.

THE FRENCH MAIL. The M. M. steamer Yangtse, with the next outward French mult, left Singapore on the 7th. despatched for San Francisco, vid Yoko- and may be looked for here on or about the

STEAMERS EXPECTED. The O. S. S. Co.'s stramer Mensions left address in full; and same will be received at the Singapore on the morning of the 2nd; and is

The Glen Line steamer Glenariney left Sin-

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tienlars on the subject of Local Delivery :-LOCAL DELIVERY. No delivery is attempted. on board Ship, at the Posk, Kowloon, Aberdeen, tined to Ports beyond San Francisco should be so, nor at any private house (even though sent to the Company's Offices, addressed to mamed in the address) when there is a place of husiness nearer at which delivery can be effected (Postal Gaide, par. 159) The above Regulation is not new, but has been the invariable rule of the Post Office for many years. Considerable efforts have been made to secure its being generally understood. To prevent, however, if possible, any further disappointment in the matter, it will appear.

permantly on the Mail Lists issued twice every day from the Daily Press Office. The Postal Guide for 1884, revised to date, will be found in the Daily Press Directory. p. 985 large edition, p. 693 small edition. This is the only authorized complete Summary of

Postal information published in Hongkong. The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given

A MAIL WILL CLOSE. For Shanghai. Por Ningpo, to day, the 11th mat., at 11.30 h.M. For Shanghai. - Per Fu-yew, to-day; the 11th inst., at 3.30 P.M. For Swatow .- Por Fokien, to-day, the 11th inst., at 5.00 P.M. For Shanghai Per Fooksang, to morrow

the 12th inst. at 11.30 A.M. For Shanghai.-Per Hentor, to-morrow, the 12th inst., at 2.30 P.M. For Saigon. Per Propontis, to-morrow, the 2th inst. at 4.30 P.M. For Sandah in, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbaus, Sydney, Molbourne, &c., &c., &c.-Per Woonung, on Saturday, the 13th inst., at 5.00 P.M. For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, Ade.

side, &c., &c. - Per Manmuir, on Saturday, the

20th inst., at 4.30 P.M. MAILS BY THE UNITED STATES The United States Mail Packet Oceanic will be despatched on SATURDAY, the 13th December, with Mails for Japan, San Francisco,

the United States, Canada, Honoln'n. Peru, &c., which will be closed as follows:-2.15 P.M. Rogistry ceases. 2.80 P.M., Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until

the time of departure. MAILS BY THE FRENCH PACKET. The French Contract Packet Sinth, will be despatched on TUESDAY, the 16th inst. with Mails for the United Kingdom, Eu-Lieuving Fremantle balling at Goraldton, Shark rops, and places beyond, vid Naples; to, Saigon, Straits Settlements, Batavia, Birmah, Caylon, India (via Mailras), the Anstralasian March May June July Aug. Oct. Dec. | Colonies, Aden, Malta, and Cape, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing

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Day before Departure. 5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

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11.80 A.M., when the Post Office closes entirely 1.40 A.M., Late Letters may be posted on board. the packet with Late Fee of 10 Cents until time of departure.

HOURS FOR CLOSING THE CONTRACT MAILS. THE ENGLISH MAIL. The following hours are observed in closing Mails, &c., by the British Contract Packet :-

Day of Departure. Noon.-Money Order Office closes 2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases. 8.00 P.M.—Mails closed, except for Late Letters. 3.10 P.M.—Letters may be posted with late fee of 10 cents antil 3.30 P.M.—when the Post Office closes entirely. 3.40 P.M.—Late Letters may be posted on board

the packet with late fee of 10 cents, until time of departure. No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially. not be regarded as able to give correct information. The Postal Guide alone is the standard on

all points on which such information may be RATES OF POSTAGE. Newspapers & Prices Current, each Registration Do. with return receipt ... 15 Cente

Commercial papers signify such papers as though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, dends, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 cents. SOLDIERS' AND SAILORS' LETTERS (1.) Privates in H. M. Army or Navy. Nonwords, and upwards of 600,000 Chinese charac- commissioned Officers, Bandmasters, Schoolters. Again, despite all the grammars and masters (not Superintending or First Class)

many as any other Dictionary hithers . pub- Stamps, but not by both kinds on the same letter. (2.) To other places not beyond Great Britain. For practical purposes the arrangement of such as India, Malta, &c., the postage is 2 cents

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scription with name of regiment ship, &c., must be stated in full. (6). Soldiers and Sailors have no privileges with regard to books or papers, nor can those be . prepaid with Imperial Stamps.

But not Warrant Officers, vin :- Cin luctor, Gunner "DAILT PRIME" OFFICE, WYHORAM ST. Registrip, or Chippenter,

EXTRACTS. LOVE ON A YACRT. I loved her with a love that made The heat at ninety in the shade Beem cool beside it; I blushed whene or I heard her name. And she, observant of my flame. Did not deride it.

But, en one most uninoky day. We both of us were asked to atay On hoard the Lily; I knew 'twas rath of me, but then When they're in love, the witest men Are often tilly.

We dired, we densed on mosplit nights. And when in boats to see the sights; I do not row, so I sat within the storn, and there, I felt, despite the fresh sea air. Extremely "so-so."

On board the yacht, too, I felt dead, And vainly recked my aching head, For conversation : The while a rival atout and atrong Would hovor round her all day long. . In adoration. One cannot cornscate or shine

When feeling far too ill to dine The yacht's gay motion Made me more bilious, and he. My bated rival, loved the eea. The horrid cosan. I know she could not love a man Who, when he went to sea, began To look so yellow:

And so he calmly woosd and won;

While I was outcost and undone-

Unhappy fellow SOME OLD MUSIC-BOOKS

The oldest of these music books may have been in use some fifty years ago, and the most recent dates from about the time when the first. International Exhibition was to give peace to the world. Time has dimmed the gilding on their covers, and has mottled many a page; but they could hardly be called old if the last half century had not been period of such rapid movement in matters of art. There were comparatively but few men who played or sang in those days, and these books are collections of the favourite songs their travelling expenses. and pieces of several young ladies, bound into rather bulky volumes. You may find plenty of similar books in lumber-rooms and outside second-hand music shops, but though they are common enough, and in most cases of little value as music, they are by no means uninstructive. They tell us a good deal about music us practised by the generations just gone by. Between the young lady's music-book of 1830 and of 1880 there are considerable differences-speaking differences-and the tale of change that is disclosed may be worth a few words.

With regard to the dress in which musi was presented to the public, there is little to choose between those times and our own The paper in these old music-books is as good the impression as clear, the notes as correct. as in the latest sheet music from Regentetreet. One must go a little further back to find inferior workmanship, back to the date of this early edition of Beethoven's Sonatas. some numbers of which happen to have been bound up with later productions. In these the paper is very like, what we would cal "sugar paper;" it is dingy in bue, coarse of surface, and the impression has suffered both by this and by the curelessness of the engraver. There are some pieces here and there with illustrated covers, and they are of the inferior sort. Good music needs no bush, and there is generally poverty inside a piece of music when there is a picture outside it. said that they are very helpful to a modern man who wants his imagination stirred up. The only happy thing about them is that they are not coloured. Colour in such hands might have been used with awful results. Here is a Swiss picture—the musicians were very fond of Switzerland at one time-and it is a fair specimen of its kind. The mountains are of a spiky character, unknown either to Mr. Ruskin or the geologists: there are waterfalls in every convenient situation, an avalanche is stealing down, there is a lake and on the lake are boats engaged in nothing so much as defying the laws of perspective The pine-trees which are freely dotted about are of a most remarkable huild, their branches are fringed with the stiffness of a comb, and arranged with a regularity that suggests the lower vanes of a windmill. In the foreground are châlets, maidens galore, and vouths blowing long horns. There is a family likeness about the human beings depicted all through these volumes. They are all bottle-shouldered, and their tapering limbs have something of the helpless sir of Mr. Punch's legs. Their faces are as expressionless as so many Buddhas. Their jetty moustaches, dangling curls, and bucket boots are redolent of the strolling player.

conceived and much better drawn.

passed away in the world of music. They include many compositions for the harp, and in some of the songs the accompaniment is marked "Harp or piano." The culture o the barp lingers on, but fashion has deserted it, and white arms are but rarely poised boot this most picturesque of instruments In our fantasias for the planoforts the art of throwing an air up and down stairs is still interest them in burlesque." in rogue, but " air with variations " in the formal old style is gone: People do, indeed, play the classical variations, but popular composers do not choose this form for their works as they did forty or fifty years ago. The overture, again, is somewhat out of date.

he has preferred to scratch upon the walls sists of sheep and cattle.

of his dungeon with a fetter the notes of the air that he has composed. Bather theatrical in his ways, this unfortunate Pestal! How does the average quality of the music in these books compare with that of be imagined. The songs and ballads were on First-class Risks. less pretentious, on the whole, than those of modern date, and had a richer fund of melody. Horn and Bishop, to instance no others, were admirable song writers. And men of the stamp of Kulkbrenner and Hers, though far from possessing the rivilying touch of genius, did work that was clear in form and by no means so contemptible as ultraclassiciets would have us believe. The modern young lady is often better trained and taught than were the possessors of these volumes; and the playe and sings, a great deal more music of a high character. But sgainst this must be get the facts that more rubbish in the way of music is published now than ever, and that modern rubbish is less coherent and more vulgar than the rubbish of our old music-books - Globa: ...

A ROMANTIC INCIDENT. At the last planeforte competition in connection with the Royal Academy of Music. in which nearly 2,000 smateurs took part, a youth of 11 years of age occupied a distinguished position. His name was bracketed among the 75 successful studeuts, and the list was published in a leading newspaper. After several weeks had passed by, his pare were surprised to receive a letter from a gentleman in Spain offering to adopt the youth. The father disregarded the letter, but the mother, with the instinct natural to the sex, determined to make "further inquiries." She want to the Spanish Embassy correspondent was a grandee, was passionately fond of music, and very wealthy. A letter against FIRE at Current Rates. was then sent to him asking for further barticulars, and he replied by paying a personal visit to the parents of the youth. Negotiations were drawn up and signed, and a few days after the Spanish count and the youthful musician left the country together. If at the end of 12 months the adopted son desires. to return home he is to be permitted to do so, visit him the Spanish noble will defray all rates.

THE PHYSIQUE OF THE ARMY.

There is a table in that admirable repository of military information, the General Appual Return of the Army, which should be attentively studied by those who believe in the physical equality of our present recruits with their predecessors. It shows at a glance the heights of non-commissioned officers and men on the 1st of January from 1873 to the present year, the calculation being per 1,000 for the sake of computness. In the first column figure the stauted ones, that is, those below-5ft. Sin. inheight. - Here the proportion per 1,000 has risen from 69 to 91, mainly in consequence, as a foot note informs us; of the permission which was given in April, 1888, to enlist recruits between 5ft. Sin. and THE MANHATELEN LIFF 5ft. 4in. in height. The difference of 22 per 1,000 was, therefore, composed of those diminutive warriors, and even allowing them to be good men of their inches, we incline to the opinion that very few if any were fit for the hard work of campaigning. Going to the other end of the scale, we find a considerable diminution recorded under the heading 5ft. 7in. to 5ft. Sin., the falling-off amounting to 11 per 1,000. This is also the case in all the higher standards without exception. The broad result of this analysis is, thorofore, that we are getting a great many more undersized full-sized ones. Whether that be a satisfac- | 1 tory state of things, we leave to the public to determine. Our own impression is that it is very much the reverse.

DECLINE OF THEATRICAL Burleşque.

We have heard a good deal lately about decadence of burlesque in London. In America it is dead already. At least so says Mr. Jefferson, the famous Rip van Winkle, adducing as a proof that during the nast season there was not one burlesque company icr existence in that country :--- One of the most humorous burlesques I ever saw was 1109] (he says) one produced in London called Broken Hearts and Cracked Heads. The THE LONDON ASSURANCE beroine of the piece was in love with the town pump, and whom she implored it to wear one of her rings as a pledge of affection the pump replied: 'Put it up the spout.' The burlenque which really does burlesque some serious production has been dead for a number of years. This style of burlesque died out, however, and was succeeded by girls in bandsome costumes, and songs and Chius, and Australia. Our music pictures to-day are perhaps quite dances, together with any nonsensical as far from nature, but they are more ably dialogue or ridiculous grotesque actions that Policies issued for long or short periods at might suggest themselves to the performers. These volumes speak of much that has Doubtless one reason of this is that the performance of the less objectionable French comic operas which has become so general of late years has taken the place of burlesque. It has all the features that made the latter attractive-beautiful women, broad funrapid action, and rich, picturesque costumes; while the superior quality of its music draws a class of patrons who found nothing to

> WHY THE ZULUS MADE WAR ON THE BRITISH.

A correspondent writing to the Times our modern operas are not as a rule preceded says: - Immediately after the war I was by the agreeable potpourri of melodies that staying at a Zulu kraal on the Pongolo young ladies rattled over so glibly in public. River, when the war was naturally a and that exacted so many lead-pencil finger- frequent subject of discussion. I usked the Is prepared to ACCEPT FIRST-CLASS Satsums ings and so much devotion in privated Zulus why they had persisted to building RISKS at 1 % nett per Annum and other In. Sin Kolga Among the things that have presed and krauls in Transvaul territory after we had surances at Current Rates. have left a record here are various tides | warned them to desist. The answer was, of enthusiasm. The triumphant entry and "By the right of the strongest." I also asked reign of the polka is marked; here and there | why they wished to drive us into the sea, a period of national danger is traced out in when they obtained all their goods, from patriotic song. Now it is Jullien with his our traders. They replied, "We did not trilling nightingules, and the thunders of the want to drive you into the sea. We only "British Army," reduced to the calibre of wanted to teach you a lesson. We thought HAN ON INSURANCE COM the plane; and now it is the wave of negro | we were stronger | han you, and we were minstrelay of " amptown Races" and not going to be distated to. Now we find our "Nelly Bly" that washed as high as the mistake. You are stronger than we are, and solemn head of the then young Mr. Glad. we are your people; but why do you send stone. Nor are old enthusiasms less clearly our King away? We made the war; punish marked by the names we find. "As sung us; take our cattle." I do not believe that by Herr Standigl" will recall to old-fash. Colewayo wanted war; but the Zulp people. ioned people a phenomenal voice. Was it thought themselves more than a match for not Standig! who so startled an orchestra | the rest of the world and would not brook with his first notes that several members of the slightest interference. Englishmen have, it dropped their instruments? This song, perhaps, not quite realised this fact; but I "On the wild chamnis track," was written am certain that a Zulu was more astonished MARINE RISKS to all parts of the World, and sung by that wondrous Malibran whose at the audacity of the English in attempting payable at any of its Agencies. career was too short for art. Grisi; Lablache, to fight them than an Englishman was at Jonny Lind, the great names, are most of the folly of the Zulus. Nor was this belief them bere; and the lesser names of such confined to the Zulus. Before the war I was nieu as Honry Russell, and the many-talented sent to the Swasis to persuade them to Irishman, Lover, are embalmed with them, romain neutral. They ridiculed the notion Here too, are the "Tom and Jerry Quad- of our attempting to fight the Zulus, and rilles," the "Kossuth Schottische," the "Lela | when I officially informed the King that our Montez Polka," and the "Pestal Waltzes," troops were about to epter Zululand the Nothing is sacred to a dance-composer (there Prime Minister ironically asked "When!" I are "Stabat Mater Quadrilles" extant, also wish to point out that there is very founded upon the airs in Russini's famous general misconception as to the relations: composition), but poor Colonel Pestal might of the Boers with the matives. They do not surely have been spared from the circle of ill-treat the Transvaal natives in the way the dance. If we turn to another book we that is generally supposed, and it is manishall see him in prison, with his head droop, featly their interest to keep on friendly ing upon his breast in profound melancho y terms with neighbouring fribes, since they on the usual torms. -Paper and ink and bene are before him, but live on isolated farms and their wealth con-

INSURANCES. OUN FIRE OFFICE The Undersigned are prepared from this date the music similarly enshrined by the modern to GRANT POLICIES against FIRE at the young lady? Not so unfavourably as might Reduced Tariff Rates to the extent of \$50,000 LINSTEAD & DAVIS. Sun Fire Office. Hongkong, 12th May, 1831. FIRE INSURANCE COMPANY, OF 1977 IN HAMBURG. FIRE Undersigned, Agents of the above Company, are Prepared to ACCEPT RICKS of Current Bates. PUSTAU & Co., Hangkong, 18th January, 1884. T IVERPOOL AND LONDON GLOBE INSURANCE COMPANY. The Undersigned, as Agents for the above

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INSURANCE COMPANY OF NEW YORK. 158 & 158, BROADWAY. THE Undersigned having been appelated

pared to take applications for LIFE INSUE-ANCE at reduced rates. PUSTAU & Co.

L Agents for the above Company are pro-

General Agents. Hengkong, lat August 1884. [1115 Anna Bertha When illustrations do occur, it cannot be recruits than we did in 1873, and fewer TEW YORK LIFE INSURANCE Ar os COMPANY Auguste Purely mutual; all profits belong to Policy- Catalina

holders and apportionments are made annually. Commodore STATEMENT FOR YEAR ENDING 31st December, 1883. Concordia Стенсаці£11,379,944. Accumulated Funds Surplus over all liabilities and Reserve Fundacoord-...... \$ 2.139.338. ing to valuation made by Erlkoniz the Government Escort # £717.599 Income for year 1888... Grecian

C. SETON LINDSAY, Res. Manager. Department of the East. BIRLEY, DALRIMPLE & Co., Agente, Hongkong.

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31 Sabrido

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17 Sobwarts

9 P. Duhme

28 C. Rubarta

O. Reuter

8 Johannsen

23 Downie

28 Nicolson

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8 Lorenzen

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Hongkong, 26th July, 1872. NOTICE. A UEEN FIRE INSURANCE Willia COMPANY: The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on Charge Queen Dec. FIRST-CLASS GODOWNS at | per Cent. Nett pre- Fooksang mium per Annum. NORTON & Co. Agents.

Hongkong, 20th May, 1881. Velocity . NOTICE. THE CHINA FIRE INSURANCE COM-PANY. LIMITED. and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAC. B. COUGHTRIB. Secretary. [731 Batavia Hongkong, 27th March, 1882. PANY, LIMITED. HEAD OFFICE-HONGIONS. GAPITAL (SUBSCRIEED), \$1,000.000.

Johann Carl BOARD OF DIRECTORS. Minerva LUM SIN BANG, EEq. BAN HUP, Esq. YowChone Presq. Esq. Occident CHAN LI CHOY, Esq. Q. Hor CHUMS, Esq. Oscar Moover The Company GRANTS POLICIES on Roderick Hay Nov. Contributory Dividends are payable to all Contributors of Business, whether they are

Secretary.

WOO LIN YUEN.

Hongkong, 14th March, 1881. CALEDONIAN FIRE AND LIFE INSURANCE COMPANY. ESTABLISHED 1803. THE Undersigned having been appointed Agents for the above Company are pre- Queen Emma pared to issue Policies of Insurance against Fire

AENHOLD KARHERG & Co.

Shareholders or not.

HEAD OFFICE.

No. 2. Queen's Road West,

Hongkong, January, 1882.

HONGKONG MARKETS. Blankets, 10 lbs., per pair management \$4.25 to 4.45 Camphor, Refuse, per pintle property of 1,950 Pees, Blank, per pintle service \$1.93 to 2.10 As European by Guinban on the 10rm Dag., 1884 COTTON GOODS. American Drille, 30 yards, per ploca ... \$2.95 to Oction Yarn, No. 16 to 24, per 400(bs. \$35.0) to 87.50 Cotton Yarn, No. 28 to 33, per 400(ba. 596.5) to 57.50 Cotton Yarn, No. 88 to 43, per 400 lbs. \$106.50 to 109.00 Cotton Yaru, Bombay \$27.50 to 74.00 Fig Chints; per piece Dyed Spotted Shirtings, per place Dyed Brocades Shirtings, per piece..... English Drills, 80 yards, per pless English Drills, 14 lbs., per piece English Drills, 16 lbs., per ploce Grey Shirtings, 8 lbs., per pioce Grey Shirtings, 87 lbs., per pions Grey Shirtings, 9 lbs., per pioce Grav Shirtings, 10 lbs., por piece Frey T. Clotha, 24 vds. & 32 in. 61bs. p. pe.

GreyT.Cloths, 24 yds. & 31in. 7lbs. p. pc. GreyT.Cloths, 24 yds 36in 6lbs. XO p. ps. GreyT.Cloths, 24 yds 36in 8lbs. VV p. pc. \$1.80 to 1.85 Quickeilver, American, per nicul....... \$55.00 to 55.20 Botel Nut; por picul \$4.17 to Clophant's Teeth, 7 to 8 pieces....... \$200 to 230 Steel, Swedish; per tub...... \$4.15 to 4.25 \$0.60 to 0.65 Spelter, por pion! \$5.60 to 5.65 Handkerchiefe, Blue, per dosen Flour, California, per sank of 50 lbm...... \$1.0 to 1.55 Rat. in, Struits, per pient \$5.25 to 5.4 Flour, American, per barrel of 100 lbs... \$3.20 to 8.30 Handkerchiefs, Brown, per dozen Rattana, Bangar, per picul \$4.25 to 1.6 Flour, American, per barrel of 200 lbs., \$6.2° to 6.45 \$0.66 to 0.78 Tin, Platen, per box..... \$1.90 to 4.95 Velvet Black, 82 inches, per yard...... \$0.18 to 0.19 Velvet, Gentian, 22 inches per yard ... \$0.21 to 0.22 Huseng, American, Istquality, p. plant. 4300 to .40 Haseng, American, 2nd quality, p. piert. 8180 to 310 Velveteens, Black, por yard Sagar, Shek-lang, White, No. 1, n. pol. ... \$7.50 to 8.05 Sagar, Shek-lang, White, No. 2, n. pol. ... \$6.75 to 6.93 Sagar Candy, Shek-lang, por picul ... \$4.25 to 4.30 Sagar Candy, Shek-lang, por picul ... \$7.7 to 7.10 Sagar Candy, Swatow, white, per picul ... \$8.5 to 8.60 Sagar Candy, Swatow, White, per picul ... \$3.75 to 7.90 80.28 to 0.29 Alam, 3nd quality, por picul...... \$1.75 to 21.8 Volvoteous, Gentian per yard

HIPPING IN THE (FINA WATERS ESTINATION VESSELS. CAPPAIN CHMBIGNERS. END RIG. AND RIG. ARRIVA 田つマコペンマル YOROH LMX. IN PORT ON USER NOVIMBER, 1884. 559 1 E. E. & C. Pelegraph Co distan A. Cushman 98 | F. Retz T. 801 P. Vions Gor, ate Vistor & Co. 43 D. Carroll & Co. n: sol Wibb, Livin stop & Co Hio o · Boutillior Brit, etc Black Diamonal lot. O Boyd 9 Wildgoose Brit. str Raggall & Co. Sant. 21 Peterson Am, soh Tapfain. S. Dally Brit, str Order Nov. 15 Sternberg F. Ratz Polig Ger. Boh 25 F. Wabb Brit. str Ban Tin & h . Smith Brit.soh 4. Cliek (In on A. Sinhae For any ling Les Con 24 Thomsen Ger. bk 311 J. W. Palmer Hans Signissin & Co Zacraha Ger. str James Stafford Nov. 1. & f. Trading Co. Wisler & Co 29 Kas inrt Gir. str J. Weissenhorn Nov. 11 Von Thulen Ger. sh Paul. Heinnemann & Co M. in Olas 's Ramelios V. Co. Mary C. Bohm Nov. 23 Baade Ger. Boh P. Bohm H. & N. Ones Co. Gragger & Co Douglas Lauraik & Co. Brit, atr Oat. 22 Van Pelt Brit. sch 94 Owito 1. Show & Co. Grayhouna 9. D. Snoth Sept. 21 Ewalt Brit.sch 6) | Cantain Hunkow J. O raton 5533 11 Van Pelt Panalope Brit, son 93 Langfellt & Mayers Shan zbai H. Batt Brit. str 1589 Butterfield & Swice Oot. 1 !! Mac Arthur Polynosian Brit. sh 1236 Grosser & Co Obetig Pistin & Co. Nov: 25 Brassey Rus. soh Captain Roso H. C. & M. Steam best Co Canton _[344_]. Jardine, Matheson & Co. Amr. Bh 1331 Sachem: Archold, Karberg & Co. Sept. 13 Seivewright W. Minstr Brit, bk Captain Klukiang I. O. t W. Steamboat Co Macao H. C. & V. Steamboat Co Cauton S. W. Goggi Kinngchow Yaon Fat Hong Kong Beng R. Jones Brit, atr TW Pour on 28 or Novembre, 1344. Leitah Brit. str Chinese. Agnes Muir Brit. bk ... 851 : Tillson, Herrmann & Co. S. Francisco Chrisn Queen. Brit ah 1300 Paola Anbhall & Co Glbb. Livingston & Co | Adelaide 28 P. Helms Menmuir 358 Suith, Ball & Co. Recht Nov. 16 Adimson, Ball & Co. 149! | Salth, Bell & Ca New York, Bagagra Mount Lebanon Ont. Jacdine, Matheson & Co D. Maxwell Brit, str Manleot & Co. Lenondia Australia 1743 Rassoll & Co. Mindoro Amr. sh Boston 1031 Ker & Cr Mes-ag wies Maritimes Oet. F. Richardson & Co. Brit. bk 800 Nyassa Shanghai Siemssen & Co Nov. Now York: Maslind & Co 1413 Sacremento O. & O. S. S. Co Oceanio Bulth. Ball & Co Olympia Sie nesan & Co Christiansen 938 Gen. Maskenzie & Oc. Liverpool Undine Arnhold, Karberg & Co Saigon Ger bk 512 | Smith, wlb & Co Propontis W. Homeyer d. C. & M. Statember Col Canton. Lefavour POWAD O, Traders' Insurance Co. Sea Gul Amr. str IN PORT ON 21st NOVEMBER, 1884. Signal Beagonsfield L 1459. (Smith, Ball & Co. Sindn. Mossayeries Maritimes U. States Nov. Jos Raners 839 W. F. Stavenson W. J. Nantes Teberan Brit, bk | 1274 | Peele, Hub sell & Co. T. E. Marshall Nov. Boston Unningham Newcomb Melohiers & Co II. C. & M. Steam beat C isrit, str A. Benning IN PORT ON 19TH NOVEMBER, 1834. 1554 Jardine, Matheson & Co Calcutta Wingsang Brit. str De St. Croix New York. J. D. Brewer Ame. bk | 926 | J. Smith

Brit. str | 1109 | Butterfield & Swire Mary L. Stone IN .. Amr. sh | I 20 | Macleo 1 & Co Sohumacker Gor. bk Melchers & Co. New York Ger. Pustan & Co Malchers & Co J. A. O' Brieni Amr. bk WHERE AT NAME CAPTAIN. Siemssen & Co Arna Dorothea Nov. 4 840 Com. Hicks ... seraw aloop Nov. 28 J. Thomson | Brit: bk | 290 | Pustan & Co 14 2340 | Captain Powlett Champion corvette Amor Order Brit, bk 6 Nilssoni 14 2610 | Capt. H. N. Hippisley Shanghai Wider & Co **Oleopatra** corvette 6 D. Bruu Cookshafer Lt.-Com. Boteler 470 481 Arubald, Karborg & Co gunboat 3 E. Williams Brit: bk 14 2540 | Com. A. Schomberg Honoiulu Singapor .corvetta Amr. bk 647 Russell & Co Ourscon Baretow Shanghai 4 920 Com. Laurance Ching 1 Trdor Daring composite sloop 1909 +Pec. Blandbard Argr. sh Water. Siemssen & Co Esk double-screw gunbont In reserva Ger. hk 652 lausen Chefoo' Lieut.-Com.-Gamble Aruhold, Kurberg & Co-Espoir guaboat Rowland Amr. bk Nov. Lieut.Com. Dickson Singapore Firebrand composite gunbeat Ger. bk Chinese P. Ohlasn [Capt. J. F. L. P. Maclean Hon kong Malohers & Co Flying Fish Ger. ab Winters Com. John Hope Singapore Crichton lessev-upp were-eldron Brit, hg Captain Lieut.-Com. McQuha Porhound Siemisen & Co ganhout Ger. bk A. Nausok 5 1050 Commander G. W. Hi Shanghai New York gaaboat Amr. bk Linnet Waterbouse Wendbow A. H. Dunbar. Lt. Com. R.B.C. Brento: composite gunbeat Merlin double-serow gun-vestol Foodbow . 470 | Com. Holhan Midge Captain Amr. bk Com. Bickford Singapore Arnhold, Karberg & Co Pegasus Amr. eb Posshow Cant. R. G. Kinaham S. Francisco t2 12360 | Sapphire Russell & Co corvette Liegt.-Com: Bromley Hongkong Arnhold, Karberg & Co | Hamburg 5 1010:1 Swift double-screw gun-vessel Commander Loane double-screw ganboat Twead Captain 1 J. E. Cr sby | Amr. sh lommadore Morant V. Emanue Arabald, Karberg & Co receiving ship Canton Lt. Com. P. E. Maxwelli Hamburg Vigilant paddle despatalityessel Ger. bk 27) Höckelmann Com. O. Churchill Amoy 3. 750 Hamburg Wan lerer Carlowi's & Co. Gar. bk composite sloop Bannau Honvitong 4 1450 In reserve Ademson, Bell & Co Havre Wivorn John C. Munro Oct. turret-ship Sammer Hoibow Russell & Co Zephyr gunboat. 10 Weston J. S. Stone Amr. bk H. & W. Dook Qo.

FOREIGN MENOS-WILLO

WHERE AT: NAME. FLAG. Hamburg Captain Treve Matson French frigate 12 2400 Atalants Nagasaki Inntain Sobana Abreck Russian gunboat Bangkok Journander J. O. Barclay Alert' American corvette Commander Ja o Shanghai Amaki Kap Japanesa corvetta Captain Zuloa a Amoy Spanish frigate Arigon Victoria, B.C. Capt. M. do F. Jonquières Formosa. French gunboat Aspic Kelung Capt. Parrayon Hamburg French fri ats Bayard Mutson 1450 LO Champlain Fronch oruiser Captain Boulineau Formosa Chatoau Rouand French corvette Shanghal Captain Accinni Cristo. Colomba Italian corvette Craising Capt. F. da Cost ! Gabral Portuguese corvette Da. Estephania Captain Coulombeand Kelung French oraiser D'Estaing Saig m. Captain Forrit Preach caryatte Drag Hongkong Captain Maret de Pagnaci Franch or otte Dagasy-Troain Hongkong New York Captain Fournier Eclairent ? Fren Walcop . -800 Shanghai Commander A. S. Barker American corvetto Enterprise Captain Koltoban Vladivostock Graak Russian transport Cherco Commander Stark Russian gunboat Gornosta Amoy 340 Lient. Com. Rotyer. German gunboat Iltia : Haiphone Lieut.-Com. Poriet - a Jaguar. French ganoant inan hai Naussaki Com. P. F. Harrington .000 American corrette Juniata Tamaui Captain Flourinis. Saen Juni French frigate. La Galissoniere lisiphong Captain Blouet French gunboat Lynx Captain Debar French gunbost Latin Vladirostock Captain Grenquist 6000 Russian frigate. Minin Foodhow Com. F. J. Higginson 750 American gooboat Мопосасу Viadivostock Commander Boyle Russian gunboat Morgo Batevia 250 Captain Kalogneran Naesdnik Russian corvette Tientsin 600 Captain Aschenborn German gunbeat Nautilus Commander Valroudt Vladivostock Russian gunboat Nerpa Kelung Capt. D. des Asart French corvette Capt. B. Ivas ontzoff Nagasaki Russian erniser Opritohnik Chefoo Capt. J. J. McGlinsey merican corvette Ossibee Com: G. D. B. Glidden Newohwang 500 American gunboat Palos Captain Thouning Saigon ... Freuch gunboat. Parcoval Yokohama 0081 Captain Hensing Gorman corvette. Prinz Adolbers Nagasaki. Captain Pojarsky 250 Russian cruiser Rasboynik Formosa Commander Richard Franch cruiser R. de Genouilly Sai ou Captain W. Nonin French oruser Captain Blazodorell Nagasaki Russian corvette: Skobeleff Tieutain. Commander Boyle Russian ganboat Amoy Captain von Nostita German corvette Stosch Madeo Capt. Avila -Partuguese gunboat Tamega Vladivostock Commander Heek Russian gamboat-Tongous Nagasaki Captain Phythian American frigate Trenton Kelong 13400 Captain Baux Freuch ironoled Triomphants' Capt. D. E. Butron Manila 1500 Spanish orniser Velagoo Hongkong Captain Polumbu. Italian corvetto Vottor Pisani Captain Vivielle 600 Formosa : French corvette Villars Hongkong

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